TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

MEETING MATERIALS

March 7, 2013

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Caltrans

BAY AREA TOLL AUTHORITY

STATE OF CALIFORNIA
CALIFORNIA TRANSPORTATION COMMISSION

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Letter of Transmittal

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: February 27, 2013

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Packet – March 7, 2013

Herewith is the TBPOC Meeting Materials Packet for the March 7th meeting. The packet includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

Final Agenda

TBPOC MEETING
March 7, 2013, 10:00am – 1:00pm
325 Burma Road, Oakland CA
TBPOC Bridge Tour: 10:00am – 11:00am
TBPOC-PMT pre-briefing: 11:00am – 11:30am
TBPOC meeting: 11:30am – 1:30pm

	Topic	Presenter	Time	Desired Outcome
1.	**CHAIR'S REPORT**	S. Heminger, BATA		Information
2.	**CONSENT CALENDAR** a. TBPOC Meeting Minutes 1. February 6, 2013 Meeting Minutes*	A. Fremier, BATA		Approval
3.	**PROGRESS REPORTS** a. Project Progress and Financial Update February 2013 **	A. Fremier, BATA	5 min	Information
	b. Risk Management Fourth Quarter 2012 Update*	P. Treacy, CT	10 min	Information
4.	**PROGRAM ISSUES** a. Bay Bridge East Span Opening Update	S. Maller, CTC	10 min	Information
	b. Capital Outlay Support (COS) Update and FY 2013-14 Allocation Request*	A. Banani, CT	15 min	Approval
	c. Architectural Items Update*	C. Endress, CT	30 min	Approval
	d. Gateway Park Update*	A. Fremier, BATA	10 min	Information
	e. Legislative Update*	PMT	5 min	Information
5.	**SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES** a. Corridor Update/ Schedule***			
	1. Labor Day Weekend Closure Schedule	T. Anziano, CT	10 min	Information
	2. Bridge Closure/Opening Communications Plan*	A. Gordon, BATA	10 min	Approval
	3. Toll Bridge Rehabilitation Work*	P. Lee, BATA	5 min	Information
	4. Procure Marine Foundations Contract by CM/GC*	P. Treacy, CT	5 min	Information
	b. Foundation Inspections Update	T. Anziano, CT	5 min	Information
	c. Electroslag Welding***	T. Anziano, CT	5 min	Information
6.	**OTHER BUSINESS**			

	Topic	Presenter	Time	Desired Outcome
Next TBPOC Meeting: April 4, 2013, 10:00am – 1:00pm **325 Burma Road, Oakland, CA**				

* Attachments
**Attachments at end of binder
***Attachments to be sent under separate cover

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

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TBPOC MEETING
March 7, 2013

* Attachments
** Attachments at end of binder
*** Attachments to be sent under separate cover

ITEM 1: CHAIR'S REPORT

No Attachments

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

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Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** February 27, 2013

FR: Andrew Fremier, Deputy Executive Director, Operations, BATA/MTC

RE: Agenda No. - 2a1

Item- Consent Calendar
TBPOC Meeting Minutes
February 6, 2013 Meeting Minutes

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the February 6, 2013 Meeting Minutes.

Attachment(s):
February 6, 2013 Meeting Minutes

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

TBPOC MEETING MINUTES

February 6, 2013, 11:00 AM – 12:00 PM

Attendees: TBPOC Members: Steve Heminger (Chair), Bimla Rhinehart (via phone), and Malcolm Dougherty
PMT Members: Tony Anziano, Andrew Fremier, and Stephen Maller
Participants: Ali Banani, Karin Betts, Michele DiFrancia, Rich Foley, John Goodwin, Ted Hall, Beatriz Lacson, Richard Land, Peter Lee, Dina Noel, Brian Petersen (ABF), Bijan Sartipi, Daryl Schram, Trish Stoops, Ken Terpstra, Karen Wang, and Deanna Vilchek

Convened: 11:03 AM

Items	Action
1. CHAIR'S REPORT • The Chair reported that a positive response to Senator DeSaulnier's January 7 letter request would be going out today, and that he anticipates interaction between the Department and the Legislative Analyst's Office (LAO) regarding the LAO's independent review of the new east span main tower's foundation.	
2. CONSENT CALENDAR a. TBPOC Meeting Minutes 1. January 3, 2013 Meeting Minutes 2. January 10, 2013 Conference Call Minutes 3. January 25, 2013 Conference Call Minutes b. Contract Change Orders (CCOs) 1. Self-Anchored Suspension Superstructure (SAS) CCO 72-S1 (Modifications to LED Aviation, Messenger Cable, and Pull Box Bracket Interference), $1,651,903 • D. Schram (CCO Manager) responded to the Chair's query	• The TBPOC **APPROVED** the Consent Calendar minus Item 2b1, as presented. • The TBPOC pulled Item 2b1 from the Consent Calendar for discussion, then **APPROVED**.

Items		Action
	regarding the reason for the substantial cost, which was mainly due to the change from metal halide fixtures to LED– a new technology, the cost for which was not fully known at the time scope/estimate was being developed.	
3.	**PROGRESS REPORTS** a. 2012 Fourth Quarter Project Progress and Financial Update • P. Lee presented the 2012 fourth quarter report for TBPOC approval. o Discussion items included: net increase to Program Contingency; clarification of Cost Variances and Cost Status on page 6 of the report; Schedule Status of Existing Bridge Demolition on page 7 (to be updated in the next quarterly report). b. FHWA 2012 Annual Report • T. Anziano requested TBPOC approval of the 2012 Annual Update to the Financial Plan of the San Francisco-Oakland Bay Bridge East Span Seismic Safety Project, for submittal to the Federal Highway Administration (FHWA). o The report is consistent with information published in the TBPOC quarterly reports.	• The TBPOC **APPROVED** the 2012 Fourth Quarter Project Progress and Financial Update, as presented. • The TBPOC **APPROVED** the 2012 Annual Update to the Financial Plan of the San Francisco-Oakland Bay Bridge East Span Seismic Safety Project, as presented.
4.	**PROGRAM ISSUES** a. Bay Bridge East Span Opening Update • S. Maller reported that the Governor is on board with a Labor Day 2013 bridge opening, and agrees in concept with the bridge opening celebration proposal. o Request to BATA Oversight Committee (OC) for the Transportation, Operations and Public Safety (TOPS) funding will be mailed to the OC today; the request will be discussed at the OC meeting on February 13. The TOPS request excludes CHP expenses, which will be	• Staff to delete the amount estimated for CHP expense in the letter request pending development of estimates by CHP.

Items	Action
dealt with separately. b. Public Information Office (PIO) Update • T. Anziano indicated that the PIO is back up and running. o A. Fremier noted the website issue is getting resolved. o J. Goodwin introduced the new media spokesperson, Andrew Gordon, and community outreach specialist, Margena Wade. Both have been on the project since the beginning. The Chair extended the TBPOC's welcome greetings to both and the rest of the team. c. Capital Outlay Support (COS) Update • A. Banani presented on the COS 1) status this year, 2) proposed plan for next year, and 3) overall forecast, and asked for TBPOC approval of the FY 2013-14 COS allocation request of $62.4 million for the program. o Discussion items included: expenditure analyses of SFOBB and Dumbarton/ Antioch; FY 12/13 added unplanned work; FY 13-14 budget breakdown, METS remaining work; SFOBB East Span risk management trend. o The Chair encouraged the member agencies to challenge each other on how to reduce COS expenses, as the project winds down. d. Sawtooth Building Improvements Funding Update • A. Fremier requested TBPOC approval to proceed with the following CCOs and additional COS funds for a total cost of early work of $1,990,000: 1. Relocation of all Bridge Maintenance Staff (excluding Paint Shop staff): Not to exceed (NTE) $200,000 2. Sawtooth Building Preliminary Foundation Investigation: NTE $900,000	• The TBPOC deferred action until their March 7 meeting. • The PMT to look at their respective agencies' operations and identify COS savings collectively. • The TBPOC **APPROVED** Items 1–4, as presented.

	Items	Action
	3. Soft Demolition of Sawtooth Facility Interior: NTE $300,000 4. Additional COS funds to support the Sawtooth Building and site improvements and seismic building upgrades: $590,000 o An exhibit of the Sawtooth Building open floor plan was handed out to the TBPOC and PMT for reference. o Discussion items included: building occupancy and the seismic retrofit process; building condition; need for foundation investigation; scope and schedule; funding breakdown.	
5.	**SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES** a. Corridor Update/Schedules • B. Petersen gave a brief update on cable painting, demolition, Hinge K work (one month ahead of schedule), long range weather forecast. o ABF is tracking toward an August 28, 2013 SSO. • T. Anziano praised ABF for completing the change-out bolts in a matter of days instead of weeks. b. Foundation Inspections Update • Discussed during TBPOC pre-meeting.	
6.	**OTHER BUSINESS** • The next TBPOC meeting is on March 7, 2013, 1:00pm – 4:00pm, in Sacramento.	

Adjourned: 12:08 PM

TBPOC MEETING MINUTES
February 6, 2013, 11:00 AM – 12:00 PM

APPROVED BY:

_____ _____
STEVE HEMINGER, TBPOC Chair Date
Executive Director, Bay Area Toll Authority

_____ _____
ANDRE BOUTROS Date
Acting Executive Director, California Transportation Commission

_____ _____
MALCOLM DOUGHERTY Date
Director, California Department of Transportation

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** February 27, 2013

FR: Andrew Fremier, Deputy Executive Director, Operations, MTC/BATA

RE: Agenda No. - 3a
Item- Progress Reports
Project Progress and Financial Update February 2013

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
Included in this package is the Project Progress and Financial Update February 2013. By meeting time, the report would have been approved by the PMT under a TBPOC-delegated authority. TBPOC confirmation of this approval is requested.

Attachment(s):
Project Progress and Financial Update February 2013 (see end of binder)

San Francisco Bay Area Toll Bridge Seismic Retrofit and Regional Measure 1 Program

Project Progress and Financial Update

February 2013

DRAFT Version 2.0

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Released: March 2013

Inside the San Francisco-Oakland Bay Bridge Self-Anchored Suspension Span Main Cable-Painting Enclosures

Light Poles Installed on the East and Westbound Spans of the New Skyway

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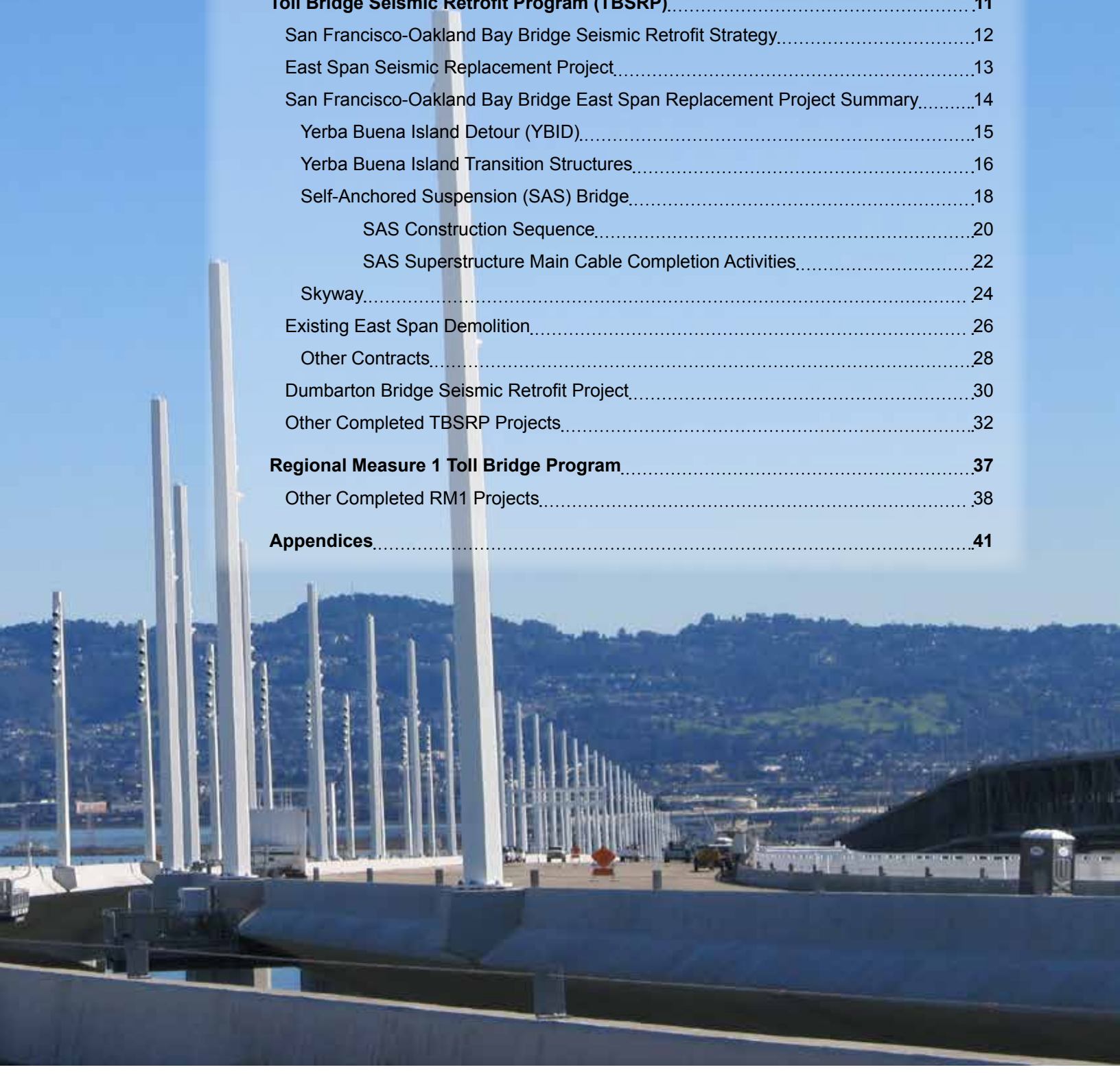
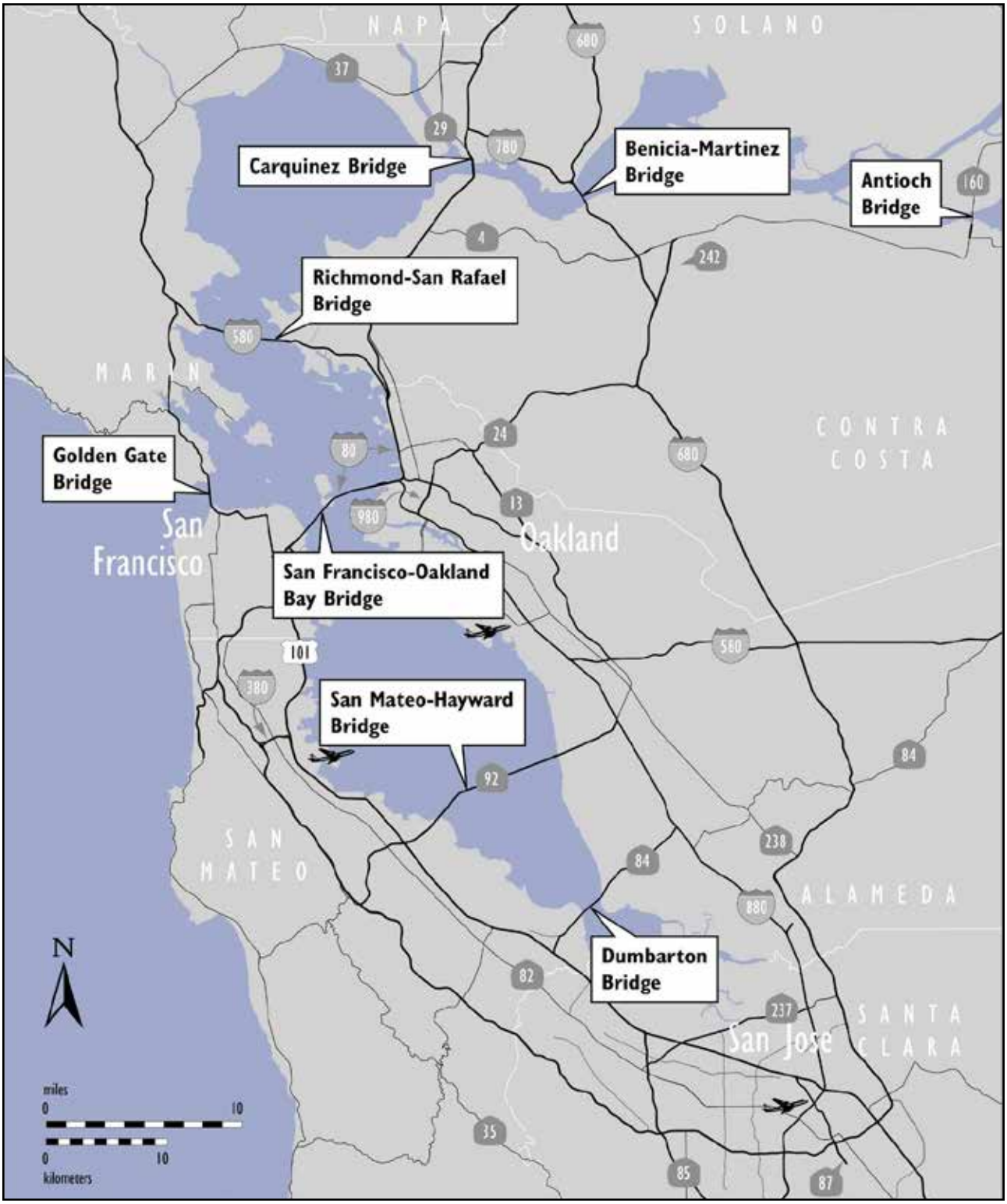


Map of Bay Area Toll Bridges



* The Golden Gate Bridge is owned and operated by the Golden Gate Bridge, Highway and Transportation District.

Introduction

In July 2005, Assembly Bill (AB) 144 (Hancock) created the Toll Bridge Program Oversight Committee (TBPOC) to implement a project oversight and project control process for the new Benicia-Martinez Bridge and State Toll Bridge Seismic Retrofit Program (TBSRP) projects. The TBPOC consists of the Director of the California Department of Transportation (Caltrans), the Executive Director of the Bay Area Toll Authority (BATA) and the Executive Director of the California Transportation Commission (CTC). The TBPOC's project oversight and control processes include, but are not limited to, reviewing bid specifications and documents, reviewing and approving significant change orders and claims in excess of $1 million (as defined by the Committee), and keeping the Legislature and others apprised of current project progress and status.
In January 2010, Assembly Bill (AB) 1175 (Torlakson) amended the TBSRP to include the Antioch and Dumbarton Bridges seismic retrofit projects. The current TBSRP is as follows:

Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
Dumbarton Bridge Seismic Retrofit	Construction
Antioch Bridge Seismic Retrofit	Complete
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Complete
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Complete
San Mateo-Hayward Bridge Seismic Retrofit	Complete
Richmond-San Rafael Bridge Seismic Retrofit	Complete
1958 Carquinez Bridge Seismic Retrofit	Complete
1962 Benicia-Martinez Bridge Seismic Retrofit	Complete
San Diego-Coronado Bridge Seismic Retrofit	Complete
Vincent Thomas Bridge Seismic Retrofit	Complete

The New Benicia-Martinez Bridge is part of a larger program of toll-funded projects called the Regional Measure 1 (RM1) Toll Bridge Program under the responsibility of BATA and Caltrans. While the rest of the projects in the RM1 program are not directly under the responsibility of the TBPOC, BATA and Caltrans will continue to report on their progress as an informational item. The RM1 program includes:

Regional Measure 1 Projects	Open to Traffic Status
Interstate 880/State Route 92 Interchange Reconstruction	Open
1962 Benicia-Martinez Bridge Reconstruction	Open
New Benicia-Martinez Bridge	Open
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Open
Richmond-San Rafael Bridge Trestle, Fender & Deck Joint Rehabilitation	Open
Westbound Carquinez Bridge Replacement	Open
San Mateo-Hayward Bridge Widening	Open
State Route 84 Bayfront Expressway Widening	Open
Richmond Parkway	Open

SUMMARY OF MAJOR PROJECT HIGHLIGHTS, ISSUES, AND ACTIONS

The San Francisco-Oakland Bay Bridge Self-Anchored Suspension Bridge Bikepath Mockup Overlay at Pier 7

The San Francisco-Oakland Bay Bridge Self-Anchored Suspension Bridge Suspender Ropes Painting Containments at North Mainspan

Self-Anchored Suspension Bridge Cable Wrapping and Polishing

Toll Bridge Seismic Retrofit Program Risk Management

A major element of the 2005 AB 144, the law creating the TBPOC, was legislative direction to implement a more aggressive risk management program. Such a program has been implemented in stages over time to ensure development of a robust and comprehensive approach to risk management.

A comprehensive risk assessment is performed for each project in the program on a quarterly basis. Based upon those assessments, a forecast is developed using the average cost of risk. These forecasts can both increase and decrease as risks are identified, resolved or retired. Nonetheless, assurances have been made that the public is informed of the risks that have been identified and the possible expense they could necessitate.

The program contingency is currently $329 million in accordance with the TBPOC approved budget. As of the end of the fourth quarter of 2012, the 50 percent probable draw on program contingency is $122 million. The potential draw ranges from about $50 million to $175 million (see page 36).

The current program contingency balance is sufficient to cover the cost of currently identified risks. In accordance with the approved TBSRP Risk Management Plan, risk mitigation actions are continuously developed and implemented to reduce the potential draw on the program contingency.

San Francisco-Oakland Bay Bridge (SFOBB) East Span Seismic Replacement Project

Self-Anchored Suspension (SAS) Bridge Superstructures Contract

A joint venture of American Bridge/Fluor (ABF) is constructing the signature Self-Anchored Suspension (SAS) section of the new east span of the San Francisco-Oakland Bay Bridge. The SAS is a self-anchoring suspension span with one main cable that anchors to the eastern end of the roadway deck, rather than to the ground anchorages. Now with all major bridge components in place, i.e. the tower, roadway deck, and main cable and suspenders, work is now to transfer the weight of the span from the temporary supports to the main cable, a complex time- and labor-intensive process known as load transfer.

Two hundred steel wire suspender ropes, attached to 100 cable bands along the single main cable, did the heavy lifting during load transfer. Sets of suspender ropes were gradually tensioned using hydraulic jacks; as each cable band carries two ropes, there are four hydraulic jacks (each exerting as much as 400 tons of force) at each corresponding location along the outside of the road-decks tensioning and pulling the ropes into position. Following load transfer, remaining critical activities include wrapping of the main cable, painting, paving, striping, and installing and testing of the bridge's mechanical, electrical, and plumbing systems. The TBPOC's goal is to open the bridge to traffic in both directions by September 2013.

YBITS Structure Eastbound On-Ramp Columns

Yerba Buena Island Transition Structure (YBITS) #1 Contract

MCM Construction, Inc. is the prime contractor constructing the Yerba Buena Island Transition Structure #1 (YBITS #1) contract. Their work includes completing the remaining foundations and the bridge deck structure from the existing double deck Yerba Buena Island Tunnel to the SAS bridge.

MCM has substantially completed both the eastbound and westbound transition structures from the tunnel to the Hinge K area and transferred the remaining hinge area over to the SAS contractor on September 2, 2012.

Yerba Buena Island Transition Structure (YBITS) #2 and Cantilever Demolition Contract

The YBITS #2 contract will demolish the detour viaduct after all traffic is shifted to the new bridge and will construct a new eastbound on-ramp to the bridge in its place. The contract also includes the cantilever truss demolition, eastbound on ramp and bike path construction. The contract was awarded to California Engineering Contractors Inc/Silverado Contractors Inc. Joint Venture on November 28, 2012. Initial startup activities are planned to begin in March 2013 with actual dismantling to start in September 2013, after the new Bay Bridge opening.

Ariel View of the San Francisco-Oakland Bay Bridge YBITS on the right and the Yerba Buena Island Detour on the left

SUMMARY OF MAJOR PROJECT HIGHLIGHTS, ISSUES, AND ACTIONS

Oakland Touchdown #2 Stem Wall Forms Being Removed

Existing San Francisco-Oakland Bay Bridge Cantilever Section to be Dismantled as Part of the YBITS #2 Contract

Existing San Francisco-Oakland Bay Bridge Segment to Be Dismantled in Future Contract(s)

Oakland Touchdown #2 Contract

Flatiron West, Inc. is the prime contractor constructing the Oakland Touchdown #2 contract that will complete the remaining portions of the Oakland Touchdown approach structures from the existing toll plaza to the new span. The westbound structure and portions of the eastbound structure (not in conflict with the existing span) were constructed under the Oakland Touchdown #1 contract. The OTD #2 construction contract started on June 25, 2012. The mainline structure work is scheduled to be completed in the first quarter of 2013 for bridge opening. After bridge opening, the contractor will complete landscaping of the area and constructing the remaining portion of the permanent bicycle/pedestrian pathway by 2014 that is in conflict with the existing bridge.

Existing SFOBB Dismantling Contracts

To expedite the opening of a new eastbound on-ramp and the pedestrian/bicycle pathway from Yerba Buena Island, the TBPOC has decided to split the bridge dismantling project into at least two contracts. The dismantling of the superstructure of the main cantilever section of the existing bridge has been incorporated into the YBITS #2 contract, while the remaining portions of the existing bridge will be removed by separate contract(s) still in design.

Antioch Bridge Seismic Retrofit

The major retrofit strategy for the bridge includes installing seismic isolation bearings at each of the 41 piers, strengthening piers 12 through 31 with steel cross-bracing between column bents, and installing steel casings at all columns located at the Sherman Island approach slab bridge. Seismic safety opening was achieved on April 12, 2012 and contract was completed on July 13, 2012.

Dumbarton Bridge Seismic Retrofit

The Dumbarton Bridge is a combination of three bridge types; reinforced concrete slab approaches supported on multiple pile extension columns, precast pre-stressed concrete girders and steel box girders supported on reinforced concrete piers. The retrofit strategy for the bridge includes superstructure and deck modifications and installation of isolation bearings. The Dumbarton Bridge was closed to traffic for the second time in 2012 during Labor Day weekend. A full bridge closure was necessary in order for crews to replace the existing expansion joint on the eastern side of the bridge at Pier 31 with a state-of-the-art seismic joint.

Antioch Bridge

Toll Bridge Seismic Retrofit Program Cost Summary (Millions)

	Contract Status	AB 144/SB 66 Budget (September 2005)	TBPOC Approved Changes	Current TBPOC Approved Budget (December 2013)	Cost to Date (December 2012)	Current Cost Forecast (December 2013)	Cost Variance	Cost Status
		a	b	c = a + b	d	e	f = e - c	
SFOBB East Span Seismic Replacement								
Capital Outlay Construction								
Skyway	Completed	1,293.0	(55.8)	1,237.2	1,237.3	1,237.2	-	●
SAS Marine Foundations	Completed	313.5	(38.7)	274.8	274.8	278.6	3.8	●
SAS Superstructure	Construction	1,753.7	293.1	2,046.8	1,749.1	2,050.6	3.8	●
YBI Detour	Completed	131.9	334.2	466.1	466.2	473.3	7.2	●
YBI Transition Structures (YBITS)		299.3	(3.9)	295.4	184.8	322.3	26.9	●
YBITS 1	Construction			199.7	184.8	234.6	34.9	●
YBITS 2 Cantilever and Demo	Awarded			92.4	-	84.4	(8.0)	●
YBITS Landscaping	Design			3.3	-	3.3	-	●
Oakland Touchdown (OTD)		283.8	39.9	323.7	220.4	331.6	7.9	●
OTD 1	Completed			205.0	203.0	203.3	(1.7)	●
OTD 2	Construction			62.0	11.6	65.5	3.5	●
Detour	Completed			51.0	-	48.8	(2.2)	●
OTD Electrical Systems	Design			-	-	4.4	4.4	●
Submerged Electric Cable	Completed			5.7	5.7	9.6	3.9	●
Existing Bridge Demolition	Design	239.2	(0.1)	239.1	-	249.5	10.4	●
*Cantilever Section	Awarded			-	-	57.6		●
*504/288 Sections	Design			-	-	85.3		●
*Marine Foundations	Design			-	-	106.6		●
Stormwater Treatment Measures	Completed	15.0	3.3	18.3	16.8	18.3	-	●
Other Completed Contracts	Completed	90.4	(0.5)	89.9	90.0	90.5	0.6	●
Capital Outlay Support		959.3	262.3	1,221.6	1,105.3	1,278.6	57.0	●
Right-of-Way and Environmental Mitigation		72.4	-	72.4	51.7	80.4	8.0	●
Other Budgeted Capital		35.1	(32.8)	2.3	0.7	7.7	5.4	●
Total SFOBB East Span Replacement		5,486.6	801.0	6,287.6	5,397.1	6,418.6	131.0	
Antioch Bridge Seismic Retrofit								
Capital Outlay Construction and Mitigation	Completed		51.0	51.0	47.0	50.3	(0.7)	●
Capital Outlay Support			31.0	31.0	23.5	23.8	(7.2)	●
Total Antioch Bridge Seismic Retrofit		-	82.0	82.0	70.5	74.1	(7.9)	●
Dumbarton Bridge Seismic Retrofit								
Capital Outlay Construction and Mitigation	Construction		92.7	92.7	59.3	72.0	(20.7)	●
Capital Outlay Support			56.0	56.0	41.1	56.0	-	●
Total Dumbarton Bridge Seismic Retrofit		-	148.7	148.7	100.4	128.0	(20.7)	●
Other Program Projects		2,268.4	(63.6)	2,204.8	2,164.0	2,192.2	(12.6)	
Miscellaneous Program Costs		30.0	-	30.0	25.5	30.0	-	●
Net Programmatic Risks		**-**	**-**	**-**	**-**	**32.6**	**32.6**	●
Program Contingency		**900.0**	**(571.1)**	**328.9**	**-**	**206.5**	**(122.4)**	●
Total Toll Bridge Seismic Retrofit Program [2]		**8,685.0**	**397.0**	**9,082.0**	**7,757.5**	**9,082.0**	**-**	

Toll Bridge Seismic Retrofit Program Schedule Summary

	AB 144/SB 66 Project Completion Schedule Baseline (July 2005)	TBPOC Approved Changes (Months)	Current TBPOC Approved Completion Schedule (January 2013)	Current Completion Forecast (January 2013)	Schedule Variance (Months)	Schedule Status	Remarks/ Notes
	g	h	i=g+h	j	k=j-i	l	
SFOBB East Span Seismic Replacement							
Contract Completion							
Skyway	Apr 2007	8	Dec 2007	Dec 2007	-	●	See Page 24
SAS Marine Foundations	Jun 2008	(5)	Jan 2008	Jan 2008	-	●	See Page 18
SAS Superstructure	Mar 2012	29	Aug 2014	Aug 2014	-	●	See Page 19
YBI Detour	Jul 2007	39	Oct 2010	Oct 2010	-	●	See Page 15
YBI Transition Structures (YBITS)	Nov 2013	27	Feb 2016	Feb 2016	-		See Page 16
YBITS 1			Dec 2013	Dec 2013	-		
YBITS 2			Feb 2016	Feb 2016	-	●	
Oakland Touchdown	Nov 2013	10	Sep 2014	Sep 2014	-	●	See Page 25
OTD 1			Jun 2010	Jun 2010	-	●	
OTD 2			Sep 2014	Sep 2014	-	●	
Submerged Electric Cable			Jan 2008	Jan 2008	-	●	
Existing Bridge Demolition	Sep 2014	18	Dec 2015	March 2017	15	●	
Stormwater Treatment Measures	Mar 2008		Mar 2008	Mar 2008	-	●	
SFOBB East Span Bridge Opening and Other Milestones							
Westbound Seismic Safety Open	Sep 2011	27	Dec 2013	Sep 2013	(3)	●	
Eastbound Seismic Safety Open	Sep 2012	15	Dec 2013	Sep 2013	(3)	●	
Bike/Ped Pathway Open to YBI			Sep 2015	Sep 2015	-	●	
Permanent Eastbound On Ramp Open			Sep 2015	Sep 2015	-	●	
Oakland Detour Eastbound Open			May 2011	May 2011	-	●	
Oakland Detour Westbound Open			Feb 2012	Feb 2012	-	●	
OTD Westbound Access			Aug 2009	Aug 2009	-	●	
YBI Detour Open			Sep 2009	Sep 2009	-	●	See Page 15
Antioch Bridge Seismic Retrofit							
Contract Completion			Jul 2012	Jul 2012	-	●	See Page 34
Seismic Safety Completion			Apr 2012	Apr 2012	-	●	
Dumbarton Bridge Seismic Retrofit							
Contract Completion			Sep 2013	Mar 2013	(6)	●	See Page 30
Seismic Safety Completion			Sep 2013	Jan 2013	(6)	●	

● Within approved schedule and budget
● Identified potential project risks that could significantly impact approved schedules and budgets if not mitigated
● Known project impacts with forthcoming changes to approved schedules and budgets

(1) Figures may not sum up to totals due to rounding effects.
(2) Construction administration of the OTD Detour is under the YBITS#1 contract.
(3) Construction administration of the Cantilever segment will be under the YBITS#2 contract.

Regional Measure 1 Program Cost Summary (Millions)

	Contract Status	BATA Baseline Budget (July 2005)	BATA Approved Changes	Current BATA Approved Budget (January 2013)	Cost to Date (December 2012)	Current Cost Forecast (January 2013)	Cost Variance	Cost Status
		a	b	c = a + b	d	e	f = e - c	
Interstate 880/Route 92 Interchange Reconstruction								
Capital Outlay Construction	Complete	94.8	68.4	163.2	150.2	163.2	-	●
Capital Outlay Support		28.8	35.8	64.6	62.2	64.6	-	●
Capital Outlay Right-of-Way		9.9	7.3	17.2	14.7	17.2	-	●
Project Reserve		0.3	(0.3)	-	-	-	-	
Total I-880/SR-92 Interchange Reconstruction		133.8	111.2	245.0	227.1	245.0	-	
Other Completed Program Projects		1,978.8	182.6	2,161.4	2,089.3	2,161.4	-	
Total Regional Measure 1 Toll Bridge Program [1]		**2,112.6**	**293.8**	**2,406.4**	**2,316.4**	**2,406.4**	-	

● Within approved schedule and budget
● Identified potential project risks that could significantly impact approved schedules and budgets if not mitigated
● Known project impacts with forthcoming changes to approved schedules and budgets

[1] Figures may not sum up to totals due to rounding effects.

Regional Measure 1 Program Schedule Summary

	BATA Baseline Completion Schedule (September 2005)	BATA Approved Changes (Months)	Current BATA Approved Completion Schedule (January 2013)	Current Completion Forecast (January 2013)	Schedule Variance (Months)	Schedule Status	Remarks/Notes
	g	h	i=g+h	j	k=j-i	l	
Interstate 880/Route 92 Interchange Reconstruction							
Contract Completion							
Interchange Reconstruction	Dec 2010	9	Sep 2011	Sep 2011	-	●	See Page 45

Self-Anchored Suspension Bridge
Cable Enclosure Installation for Painting in Progress

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge Seismic Retrofit Strategy

When a 250-ton section of the upper deck of the East Span collapsed during the 7.1-magnitude Loma Prieta Earthquake in 1989, it was a wake-up call for the entire Bay Area. While the East Span quickly reopened within a month, a critical question lingered: How could the Bay Bridge - a vital regional lifeline structure - be strengthened to withstand the next major earthquake? Seismic experts from around the world determined that to make each separate element seismically safe on a bridge of this size, the work must be divided into numerous projects. Each project presents unique challenges. Yet there is one common challenge - the need to accommodate the more than 280,000 vehicles that cross the bridge each day.

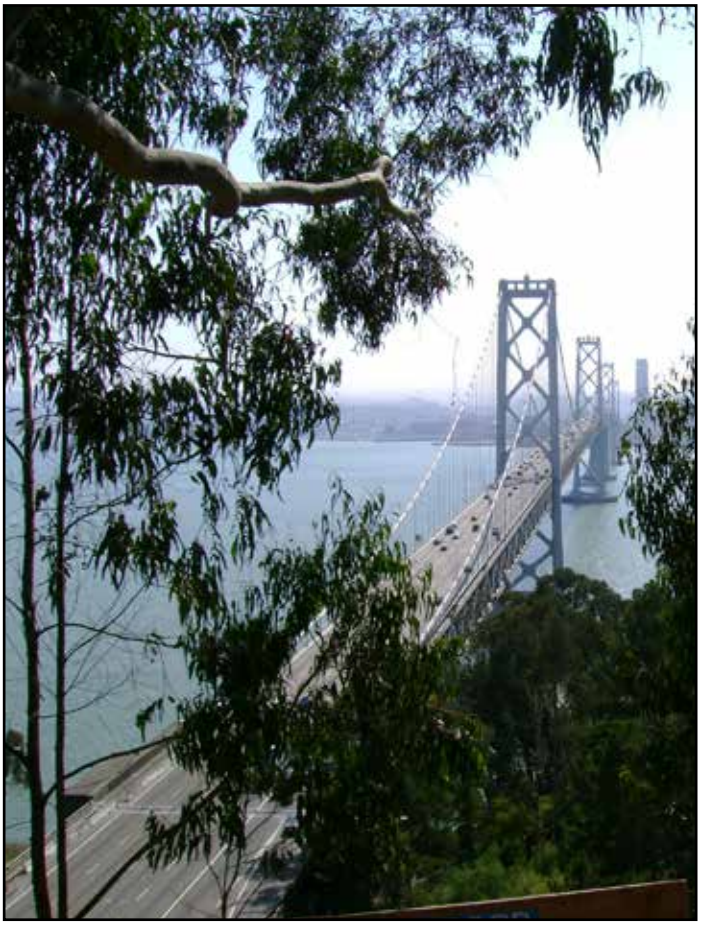
The San Francisco-Oakland Bay Bridge West Approach Overview

West Approach Seismic Replacement Project
Project Status: Completed 2009

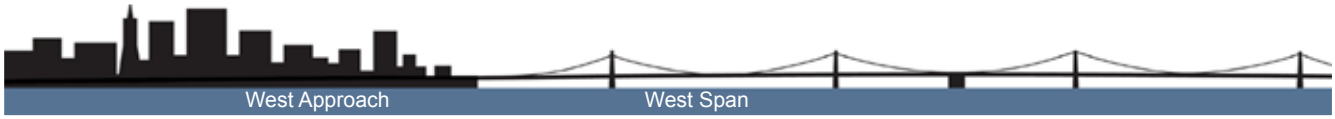
Seismic safety retrofit work on the West Approach in San Francisco, bounded on the west by Fifth Street and on the east by the anchorage of the west span at Beale Street, involved completely removing and replacing this one-mile stretch of Interstate 80, as well as six on-and off-ramps within the confines of the West Approach's original footprint. This project was completed on April 8, 2009.

West Span Seismic Retrofit Project
Project Status: Completed 2004

The West Span lies between Yerba Buena Island and San Francisco and is made up of two complete suspension spans connected at a center anchorage. Retrofit work included adding massive amounts of steel and concrete to strengthen the entire West Span, along with new seismic shock absorbers and bracing.



San Francisco-Oakland Bay Bridge West Span



East Span Seismic Replacement Project
Project Status: In Construction

Rather than a seismic retrofit, the two-mile long East Span is being completely rebuilt. When completed, the new East Span will consist of several different sections, but will appear as a single streamlined span. The eastbound and westbound lanes of the East Span will no longer include upper and lower decks. The lanes will instead be side-by-side, providing motorists with expansive views of the bay. These views will also be enjoyed by bicyclists and pedestrians, thanks to a new bike/pedestrian path on the south side of the bridge that will extend all the way to Yerba Buena Island. The new span is aligned north of the existing bridge to allow traffic to continue to flow on the existing bridge as crews build the new span.

The new span will feature the world's longest Self-Anchored Suspension (SAS) bridge that will be connected to an elegant roadway supported by piers (Skyway), which will gradually slope down toward the Oakland shoreline (Oakland Touchdown). A new transition structure on Yerba Buena Island (YBI) will connect the SAS to the YBI Tunnel and will transition the East Span's side-by-side traffic to the upper and lower decks of the tunnel and West Span.

When construction of the new East Span has been completed and vehicles have been safely rerouted to it, the original East Span will be demolished.

The Self-Anchored Suspension Bridge Tower and Roadway Deck Construction View at Night

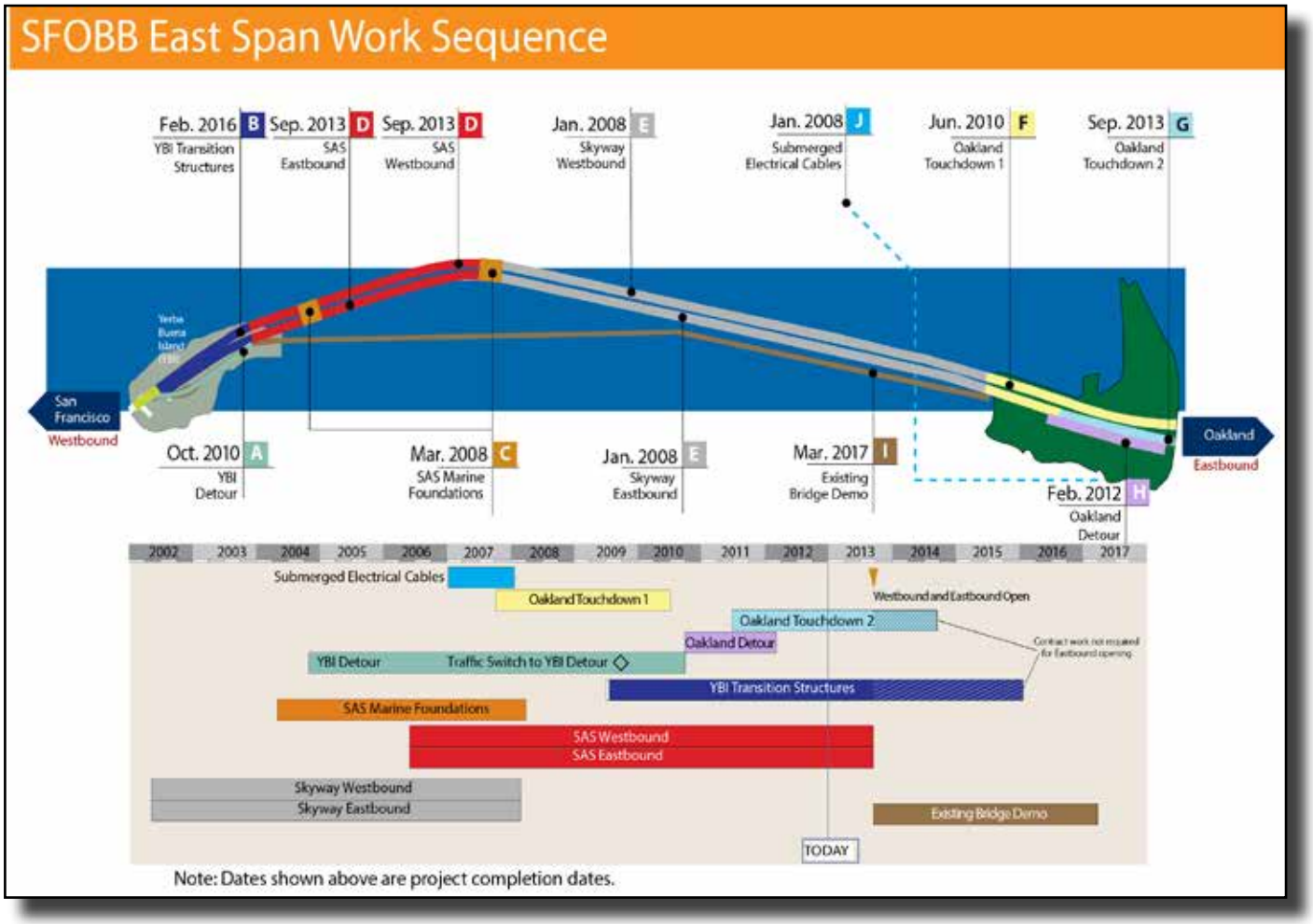
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

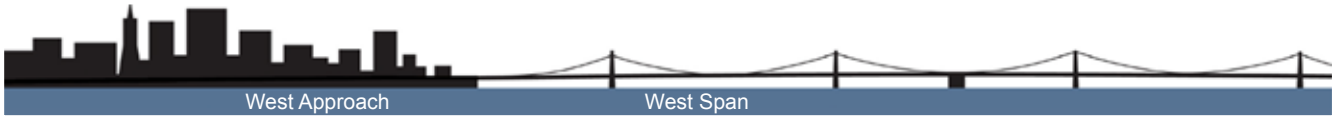
San Francisco-Oakland Bay Bridge East Span Replacement Project Summary

The new East Span bridge can be split into four major components - the Skyway, the Self-Anchored Suspension bridge in the middle, the Yerba Buena Island Transition Structures and Oakland Touchdown approaches. Each component is being constructed by one to three separate contracts that have been sequenced together to reduce schedule risk.

Highlighted below are the major East Span contracts and their schedules. The letter designation before each contract corresponds to contract descriptions in the report.

Overview of the San Francisco-Oakland Bay Bridge East Span Construction Progress





TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Yerba Buena Island Detour (YBID)

As with all of the Toll Bridge Seismic Retrofit Program's projects, crews built the Yerba Buena Island Detour (YBID) structure without disrupting traffic. To accomplish this task, YBID eastbound and westbound traffic was shifted off the existing roadway and onto a temporary detour over Labor Day weekend 2009. Drivers will use this detour, just south of the original roadway, until traffic is moved onto the new East Span.

A YBID Contract

Contractor: C.C. Myers, Inc.

Approved Capital Outlay Budget: $466.1 M

Status: Completed October 2010

This contract was originally awarded in early 2004 to construct the detour structure for the planned 2006 opening of the new East Span. Because of a lack of funding, the SAS Superstructure contract was re-advertised in 2005 and the opening was rescheduled to 2013. To better integrate the contract into the current East Span schedule and to improve seismic safety and mitigate future construction risks, the TBPOC approved a number of changes to the contract, including adding the deck replacement work near the tunnel that was rolled into place over the Labor Day 2007 weekend advancing future transition structure foundation work and making design enhancements to the temporary detour structure. These changes increased the budget and forecast for the contract to cover the revised project scope and reduce project risks.

YBID East Tie-In Rolled in on Labor Day 2009 Weekend

West Tie-In Phase # 1 Rolled in on Labor Day Weekend 2007

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Yerba Buena Island Transition Structures (YBITS)

The new Yerba Buena Island Transition Structures contract (YBITS) will connect the new SAS bridge span to the existing Yerba Buena Island Tunnel, transitioning the new side-by-side roadway decks to the upper and lower decks of the tunnel. The new structures will be cast-in-place reinforced concrete structures that will look very similar to the already constructed Skyway structures. While some YBITS foundations and columns were advanced by the YBID contract, the remaining work is being completed under three separate YBITS contracts.

B YBITS #1 Contract

Contractor: MCM Construction, Inc.
Approved Capital Outlay Budget: $199.7 M
Status: 82% Complete as of January 2013

MCM Construction, Inc. is the prime contractor constructing the Yerba Buena Island Transition Structure #1 (YBITS #1) contract. Their work includes completing the remaining foundations and the bridge deck structure from the existing double deck Yerba Buena Island Tunnel to the SAS bridge.

Status: MCM has substantially completed both the eastbound and westbound transition structures from the tunnel to the Hinge K area and transferred the Hinge K west area to the SAS contractor in early September and the Hinge K east area in early October 2012. MCM is currently working on the retaining walls under the eastbound bridge and the conduit ductbank.

YBITS #2 and Cantilever Demolition Contract

Approved Capital Outlay Budget: $92.4 M
Contractor: CEC & Silverado (JV)
Status: Contract Awarded

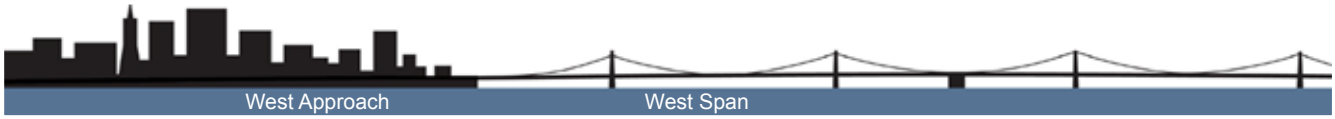
The YBITS #2 contract will demolish the detour viaduct after all traffic is shifted to the new bridge and will construct a new eastbound on-ramp to the bridge in its place. The new ramp will also provide the final link for bicycle/pedestrian access off the SAS bridge onto Yerba Buena Island. To expedite opening of a new eastbound on-ramp and the pedestrian/bicycle pathway from Yerba Buena Island, the TBPOC has decided to split the bridge dismantling project into at least two contracts. The dismantling of the superstructure of the main cantilever section of the existing bridge will be incorporated into the YBITS #2 contract, while the remaining portions of the existing bridge will be removed by separate contract or contracts yet to be determined.

Status: The YBITS #2 contract, which includes the cantilever truss demolition, was awarded to California Engineering Contractors Inc/Silverado Contractors Inc. Joint Venture on November 28, 2012. The contractor's initial startup activities are planned to begin in March 2013 with actual dismantling to begin in September 2013, after the new Bay Bridge opening.

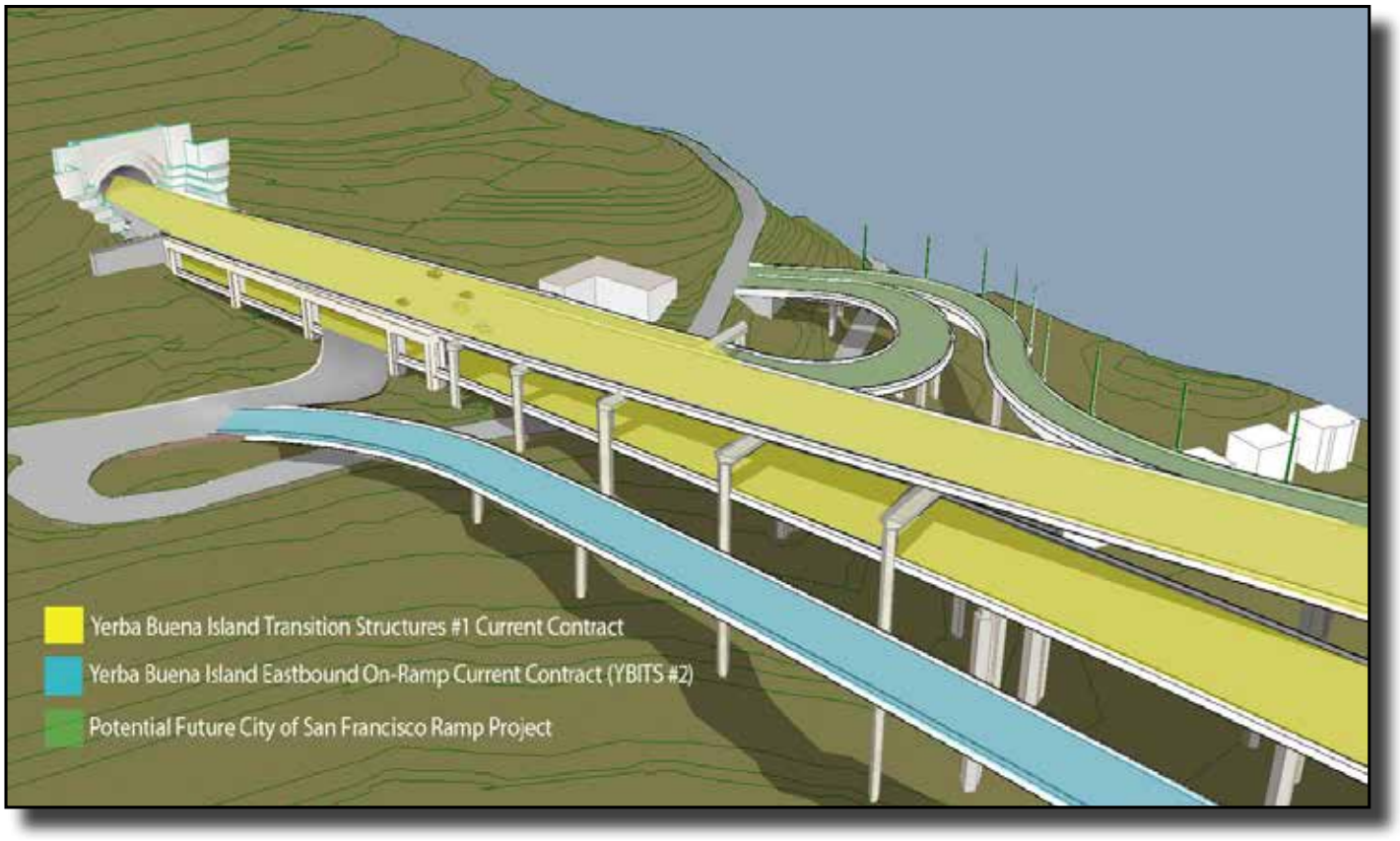
YBITS Landscaping Contract

Contractor: TBD
Approved Capital Outlay Budget $3.3 M
Status: In Design

Upon completion of the YBITS #2 work, a follow-on landscaping contract will be executed to replant and landscape the area.



Aerial View of the Yerba Buena Island Transition Structures of the San Francisco-Oakland Bay Bridge



TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Self-Anchored Suspension (SAS) Bridge

If one single element bestows world class status on the new Bay Bridge East Span, it is the Self-Anchored Suspension (SAS) bridge. This engineering marvel will be the world's largest SAS span at 2,047 feet in length, as well as the first bridge of its kind built with a single tower.

The SAS was separated into three separate contracts - construction of the land-based foundations and columns at pier W2; construction of the marine-based foundations and columns at piers T1 and E2; and construction of the SAS steel superstructure, including the tower, roadway and cabling. Construction of the foundations at pier W2 and at piers T1 and E2 was completed in 2004 and 2007, respectively.

SAS Land Foundation Contract

Contractor: West Bay Builders, Inc.
Approved Capital Outlay Budget: $26.5 M
Status: Completed October 2004

The twin W2 columns on Yerba Buena Island provide essential support for the western end of the SAS bridge, where the single main cable for the suspension span will extend down from the tower and wrap around and under the western end of the roadway deck. Each of these huge columns required massive amounts of concrete and steel and are anchored 80 feet into the island's solid bedrock.

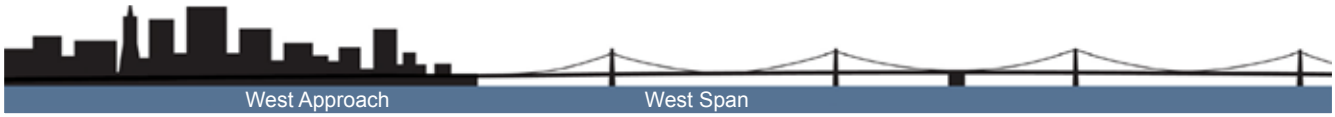
SAS Marine E2 Foundation and the Skyway Westbound Column

C SAS Marine Foundations Contract

Contractor: Kiewit/FCI/Manson, Joint Venture
Approved Capital Outlay Budget: $274.8 M
Status: Completed January 2008

Construction of the piers at E2 and T1 (see rendering on facing page) required significant on-water resources to drive the foundation support piles down, not only to bedrock, but also through the bay water and mud.

The T1 foundation piles extend 196 feet below the waterline and are anchored into bedrock with heavily reinforced concrete rock sockets that are drilled into the rock. Driven nearly 340 feet deep, the steel and concrete E2 foundation piles were driven 100 feet deeper than the deepest timber piles of the existing east span in order to get through the bay mud and reach solid bedrock.



D SAS Superstructure Contract

Contractor: American Bridge/Fluor Enterprises, Joint Venture
Approved Capital Outlay Budget: $2.05 B
Status: 89% Complete as of January 2013

The SAS bridge is not just another suspension bridge. Rising 525 feet above mean sea level and embedded in bedrock, the single-tower SAS span is designed to withstand a massive earthquake. Traditional main cable suspension bridges have twin cables with smaller suspender cables connected to them. While there will appear to be two main cables on the SAS, it is actually a single continuous cable. This single cable will be anchored within the eastern end of the roadway, carried over the tower and then wrapped around the two side-by-side decks at the western end.

The single-steel tower is made up of four separate legs connected by shear link beams, which function much like a fuse in an electrical circuit. These beams will absorb most of the impact from an earthquake, preventing damage to the tower legs.

Two hundred steel wire suspender ropes attached to 100 cable bands along the single main cable did the heavy lifting during load transfer. Sets of suspender ropes were gradually tensioned using hydraulic jacks. As each cable band carries two ropes, there are four hydraulic jacks (each exerting as much as 400 tons of force) at each corresponding location along the outside of the road decks tensioning and pulling the ropes into position. Following load transfer, remaining critical activities include wrapping of the main cable, painting, paving, striping, and installing and testing of the bridge's mechanical, electrical, and plumbing systems. The TBPOC's goal is to open the bridge to traffic in both directions by September 2013.

Status: The SAS bike path support installation continues. Cable wrapping was completed on January 25, 2013. Suspender cleaning and painting continues. Hinge A installation was completed in early January 2013. Electrical, mechanical and piping installation is ongoing.

Architectural Rendering of New Self-Anchored Suspension Span and Skyway

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Construction Sequence

STEP 1 - CONSTRUCT TEMPORARY SUPPORT STRUCTURES

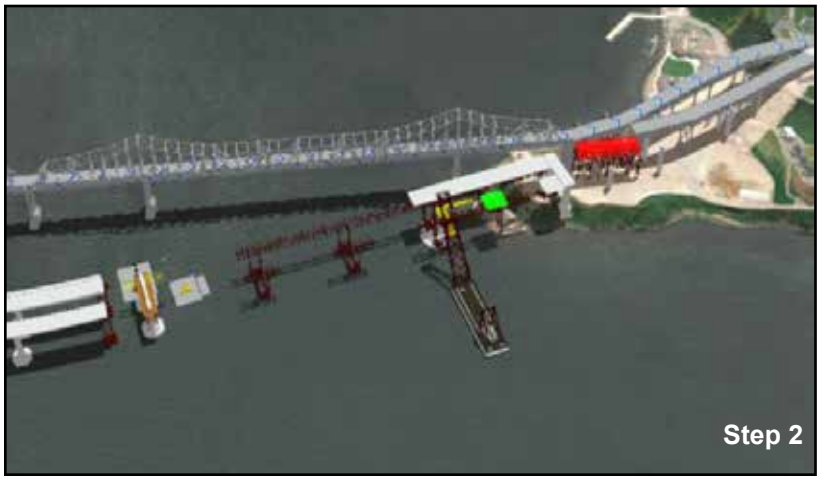
All temporary support foundations and structures were completed between the Skyway and Yerba Buena Island by September 2010 to support the westbound and eastbound roadway box erections.

Status: Removal of the westbound and eastbound temporary support structures (cradles) started on October 24, 2012, and is ongoing.

STEP 2 - INSTALL ROADWAYS

All of the 28 steel roadway boxes and 17 crossbeams have been erected as of the end of October 2011.

Status: Roadway deck interior field painting and weld repair work for lifts 13 east and west and drop-in pieces lifts 12 east and west corner assemblies were completed in January 2013. Mechanical, electrical and piping installation continues. Installation of Hinge A eastbound and westbound was completed in January 2013. Hinge K eastbound stemwall forms were installed on January 13, 2013. Installation of eastbound and westbound architectural housing traveler rails and bikepath support continues.



STEP 3 - INSTALL TOWER

All tower legs, tower grillage, tower saddle and tower head were erected using the self-rising crane as of mid-August 2012.

Status: Tower base shear-plate welding NDT and tower head splice welding is ongoing.

STEP 4 - MAIN CABLE AND SUSPENDER INSTALLATION

The main cable haul started from the east end of the westbound roadway deck moving over the tower saddle, wrapping around pier W2 west deviation saddles and returning to the tower saddle to the east end of eastbound roadway deck where it is anchored. The cable band and suspender cables were then installed to lift the roadway deck off the temporary support structure.

Status: Cable wrapping was completed on January 25, 2013. Installation of the messenger cables is ongoing. Cleaning, caulking and painting of the cable bands and suspenders continues. The cable hauling frame was removed in January 2013.

STEP 5 - WESTBOUND AND EASTBOUND SEISMIC SAFETY OPENING

The new bridge will now open simultaneously in both the westbound and eastbound directions on Labor Day weekend 2013.

Status: The SAS, YBITS#2 and OTD#2 construction activities are ongoing in support of the seismic safety opening scheduled for September 3, 2013.

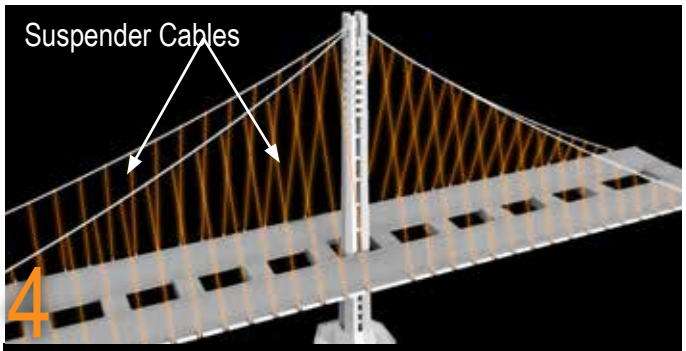
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Main Cable Completion Activities

CABLE STRAND HAULING

Crews haul the 137 individual steel wire strands that comprise the nearly 1-mile long single main cable. The strands are adjusted and then anchored into the east end of the SAS.

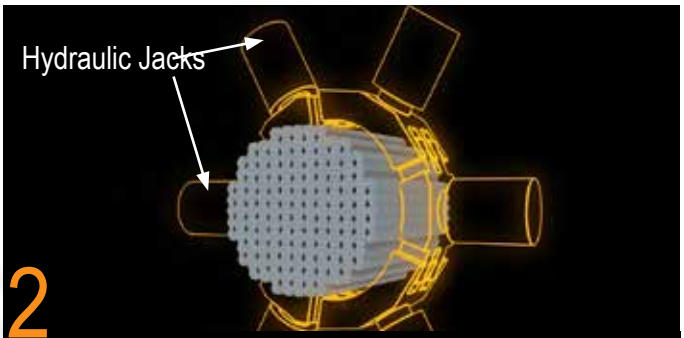
Status: Complete



SUSPENDER CABLES INSTALLATION

Workers begin placing the suspender cables that connect the main cable to the road-decks. Not all of the suspender cables need to be attached before load transfer begins.

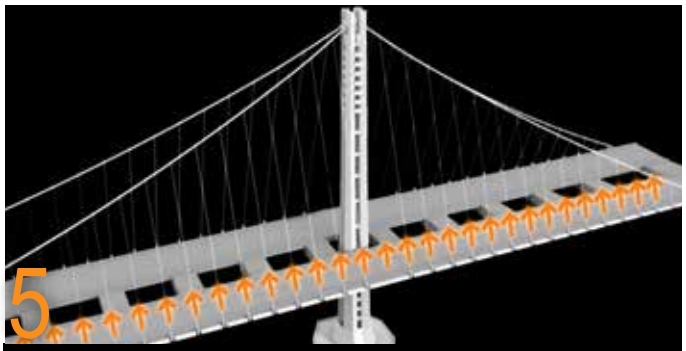
Status: Complete



CABLE STRAND COMPACTING

Four compacting machines containing hydraulic jacks are used to compress the 137 steel wire strands into the shape of the main cable. Temporary bands are placed to maintain the shape.

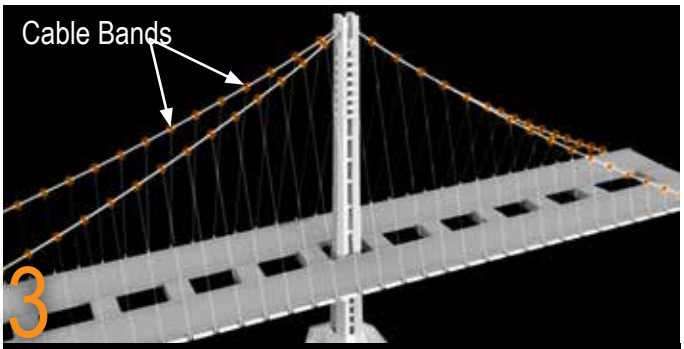
Status: Complete



LOAD TRANSFER (see facing page)

Using the attached suspender cables, crews begin the process of transferring the weight of the span from the temporary supports under the bridge to the main cable.

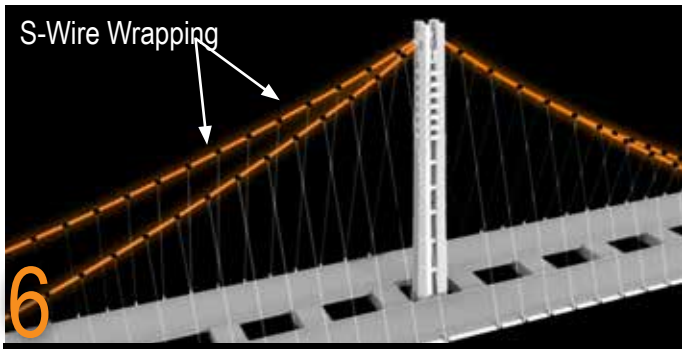
Status: Complete



CABLE BANDS INSTALLATION

Crews installed 114 permanent steel cable bands along the main cable. These bands maintain the shape of the cable, and serve as anchor points for the suspender cables.

Status: Complete

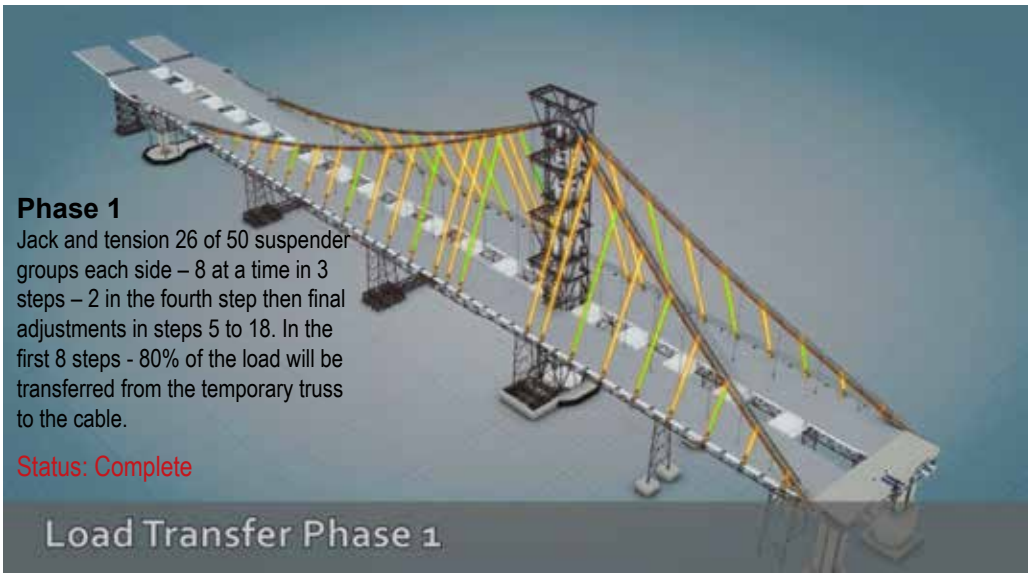


S-WIRE WRAP

After load transfer, the main cable is wrapped in S-wire to protect the cable against corrosion. After the cable is wrapped, it is painted.

Status: Complete

Load Transfer Sequence



Phase 1
Jack and tension 26 of 50 suspender groups each side – 8 at a time in 3 steps – 2 in the fourth step then final adjustments in steps 5 to 18. In the first 8 steps - 80% of the load will be transferred from the temporary truss to the cable.

Status: Complete

Phase 2
Jack and tension 3 more suspender groups out of 50 from each side to bring to a total of 29 of 50 each side.
Status: Complete

Phase 3
Jack and tension final 21 of 50 suspender groups each side to bring total suspenders tensioned to 50 out of 50 each side.
Status: Complete.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Skyway

The Skyway, which comprises much of the new East Span, will drastically change the appearance of the Bay Bridge. Replacing the gray steel that currently cages drivers, a graceful, elevated roadway supported by piers will provide sweeping views of the bay.

E Skyway Contract

Contractor: Kiewit/FCI/Manson, Joint Venture
Approved Capital Outlay Budget: $1.24 B
Status: Completed April 2008

Extending for more than a mile across Oakland mudflats, the Skyway is the longest section of the East Span. It sits between the new Self-Anchored Suspension (SAS) span and the Oakland Touchdown. In addition to incorporating the latest seismic-safety technology, the side-by-side roadway decks of the Skyway feature shoulders and lane widths built to modern standards.

The Skyway's decks are composed of 452 pre-cast concrete segments (standing three stories high), containing approximately 200 million pounds of structural steel, 120 million pounds of reinforcing steel, 200 thousand linear feet of piling and about 450 thousand cubic yards of concrete. These are the largest segments of their kind ever cast and were lifted into place by custom-made winches.

The Skyway marine foundation consists of 160 hollow steel pipe piles measuring eight feet in diameter and dispersed among 14 sets of piers. The 365-ton piles were driven more than 300 feet into the deep bay mud. The new East Span piles were battered or driven in at an angle, rather than vertically, to obtain maximum strength and resistance.

Designed specifically to move during a major earthquake, the Skyway features several state-of-the-art seismic safety innovations, including 60-foot-long hinge pipe beams. These beams will allow deck segments on the Skyway to move, enabling the deck to withstand greater motion and to absorb more earthquake energy.

Status: All light poles that have been fabricated are in the process of installation. All remaining light poles will be fabricated, delivered and installed by seismic safety opening.

Rendering of the New San Francisco/Oakland Bridge Skyway and Self-Anchored Suspension Bridge

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Oakland Touchdown

When completed, the Oakland Touchdown (OTD) structures will connect Interstate 80 in Oakland to the side-by-side decks of the new East Span. For westbound drivers, the OTD will be their introduction to the graceful new East Span. For eastbound drivers from San Francisco, this section of the bridge will carry them from the Skyway to the East Bay, offering unobstructed views of the Oakland hills.

The OTD approach structures to the Skyway will be constructed in three phases. The first phase, constructed under the OTD #1 contract, built the new westbound approach structure. Due to physical constraints with the existing bridge, the OTD #1 contract was only able to construct a portion of the eastbound approach. To facilitate opening the bridge in both directions at the same time, the second phase of work, performed by the Oakland Detour contractor, included widening the upper deck of the Oakland end of the existing bridge to allow for a traffic shift to the north that removes the physical constraint to completing the eastbound structure. This phase was completed in April 2012. The third phase, to be constructed by a future OTD #2 contract, will complete the eastbound lanes and provide the traffic switch to the new structure in both directions, thus allowing the bridge to open simultaneously in both directions.

F Oakland Touchdown #1 Contract

Contractor: MCM Construction, Inc.
Approved Capital Outlay Budget: $205.0 M
Status: Completed June 2010

The OTD #1 contract constructed the entire 1,000-foot-long westbound approach from the toll plaza to the Skyway. When open to traffic, the westbound approach structure will provide direct access to the westbound Skyway. In the eastbound direction, the contract constructed a portion of the eastbound structure and all of the eastbound foundations that are not in conflict with the existing bridge.

Status: MCM Construction, Inc. completed OTD #1 westbound and eastbound phase 1 on June 8, 2010.

G Oakland Touchdown #2 Contract

Contractor: Flatiron West, Inc.
Approved Capital Outlay Budget: $62.0 M
Status: 30% Complete as of January 2013

Flatiron West, Inc. is the prime contractor constructing the Oakland Touchdown #2 contract that will complete the remaining portions of the Oakland Touchdown Approach structures from the existing toll plaza to the new span. The contractor is also responsible for the construction of the bike path and final landscaping of the area.

Status: The contractor is working on the eastbound approach structure and placed concrete on the stemwall on January 27, 2013, and completed the precast wall panels and the placement of lightweight concrete fill on the approach structure.

Aerial View of the Eastbound Oakland Touchdown #2 Construction Progress

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Existing East Span Bridge Demolition

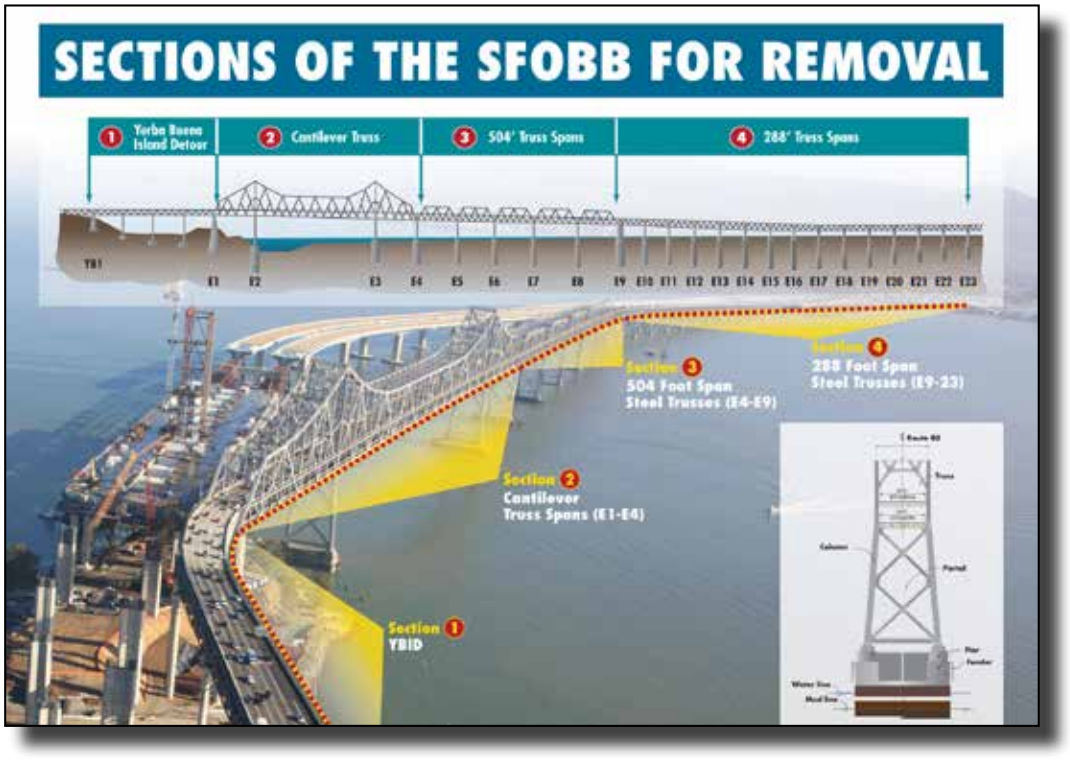
I Existing SFOBB Dismantling Contracts

Approved Capital Outlay Budget: $239.1 M

To expedite the opening of a new eastbound on ramp and the pedestrian/bicycle pathway from Yerba Buena Island to the SAS and to maximize contractor efficiencies, the TBPOC has decided to split the dismantling of the existing bridge into multiple contracts. The dismantling of the superstructure of the main cantilever section of the existing bridge has been incorporated into the YBITS #2 contract. The dismantling of the remaining portions of the bridge will likely be performed under separate superstructure (above water) removal and marine foundation (below water) contracts. These contracts are still in design and may change in scope over time.

Status: The cantilever portion of the demolition contract was awarded to CEC and Silverado (JV) on November 28, 2012. Construction start-up activities are planned to begin in March 2013, with actual dismantling to begin after seismic safety opening in September 2013.

Dismantling Scope Included in the Future YBITS#2 Contract - YBI Detour E-1 column in center, Cantilever Bridge Deck at right



The New Yerba Buena Island Transition Structure on the right and the Existing Temporary YBI Detour Bridge on left

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Other Contracts

A number of contracts needed to relocate utilities, clear areas of archeological artifacts and prepare areas for future work have already been completed. The last major contract will be the eventual demolition and removal of the existing bridge, which by that time will have served the Bay Area for nearly 80 years. Following is a status of some the other East Span contracts.

Archeological Investigations

J Electrical Cable Relocation

Contractor: Manson Construction
Approved Capital Outlay Budget: $9.6 M
Status: Completed January 2008

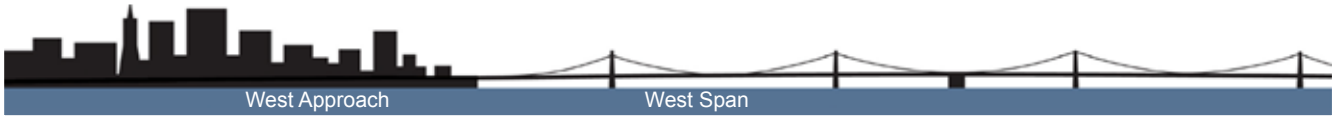
A submerged cable from Oakland that is close to where the new bridge will touch down supplies electrical power to Treasure Island. To avoid any possible damage to the cable during construction, two new replacement cables were run from Oakland to Treasure Island. The extra cable was funded by the Treasure Island Development Authority.

New YBI Electrical Substation

Yerba Buena Island Substation

Contractor: West Bay Builders
Approved Capital Outlay Budget: $11.3 M
Status: Completed May 2005

This contract relocated an electrical substation just east of the Yerba Buena Island Tunnel in preparation for the new East Span.



Stormwater Treatment Measures

Contractor: Diablo Construction, Inc.
Approved Capital Outlay Budget: $18.3 M
Status: Completed December 2008

The Stormwater Treatment Measures contract implemented a number of best practices for the management and treatment of stormwater runoff. Focused on the areas around and approaching the toll plaza, the contract added new drainage and built new bio-retention swales and other related constructs.

Stormwater Retention Basin

East Span Interim Seismic Retrofit

Contractors: 1) California Engineering
2) Balfour Beatty
Approved Capital Outlay Budget: $30.8 M
Status: Completed October 2000

After the 1989 Loma Prieta Earthquake, and before the final retrofit strategy was determined for the East Span, Caltrans completed an interim retrofit of the existing bridge to prevent a catastrophic collapse of the bridge should a similar earthquake occur before the East Span was completely replaced. The interim retrofit was performed under two separate contracts that lengthened pier seats, added some structural members, and strengthened areas of the bridge so they would be more resilient during an earthquake.

Existing East Span Cantilever Section of the San Francisco-Oakland Bay Bridge

Pile Installation Demonstration

Contractor: Manson and Dutra, Joint Venture
Approved Capital Outlay Budget: $9.2 M
Status: Completed December 2000

While large-diameter battered piles are common in offshore drilling, the new East Span is one of the first bridges to use them in its foundations. To minimize project risks and build industry knowledge, a pile installation demonstration project was initiated to prove the efficacy of the proposed technology and methodology. The demonstration was highly successful and helped result in zero contract change orders or claims for pile driving on the project.

Battered Pile Installation Demonstration

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Dumbarton Bridge Seismic Retrofit Project

Contractor: Shimmick Construction Company, Inc.

Approved Capital Outlay Budget: $92.7 M

Status: 95% Complete as of January 2013

The current Dumbarton Bridge was opened to traffic in 1982 linking the cities of Newark in Alameda County and East Palo Alto in San Mateo County. The 1.6-mile long bridge has six lanes (three in each direction) and an eight-foot-wide bicycle/pedestrian pathway. The bridge is a combination of three bridge types; reinforced concrete slab approaches supported on multiple pile extension columns, precast-prestressed concrete delta girders and steel box girders supported on reinforced concrete piers. The current retrofit strategy for the bridge includes superstructure and deck modifications and installation of isolation bearings.

Ravenswood Pier Pile Removal

Status: The main bridge structure between piers 16 through 31 is being raised approximately five inches in order for isolation bearings to be installed to separate the superstructure from the substructure during seismic events. In preparation, the bridge piers have been widened with reinforced concrete to accommodate the new bearings.

Along the reinforced concrete slab approaches, the bent caps have been extended and tied to new 48-inch diameter steel piles that have been installed to strengthen the bridge. Bent cap extensions along the east and west trestle approach are now complete.

Concrete has been placed and installation of jacking frames is complete at all of the 16 piers. The isolation bearing installation at piers 16 through 22 and piers 26 through 31 is complete. In addition, five bearings at pier 25 and 25 were installed, which totals 83 out of 96 bearings installed.

Work at the pumping plant is substantially complete. Fender rehabilitation work is ongoing at piers 23 and 24. Pier footing overlay concrete has been placed at piers 17 through 30.

Retrofitting of the existing piles at the Ravenswood pier and pier removal operation are ongoing. Removal of 34 our of 63 spans has been completed.

The Dumbarton Bridge was closed to traffic for the second time in 2012 during the Labor Day weekend. A full bridge closure was necessary in order for crews to replace the existing expansion joint on the eastern side of the bridge at Pier 31 with a state-of-the-art seismic joint. Seismic retrofit of hinge 21 and 25 is ongoing.

Repair to Settling Junction

Ravenswood Pier Demolition

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Other Completed Projects

In the 1990s, the State Legislature identified seven of the nine state-owned toll bridges for seismic retrofit. In addition to the San Francisco-Oakland Bay Bridge, these included the Benicia-Martinez, Carquinez, Richmond-San Rafael and San Mateo-Hayward bridges in the Bay Area, and the Vincent Thomas and Coronado bridges in Southern California. Other than the East Span of the Bay Bridge, the retrofits of all of the bridges have been completed as planned.

High-Rise Section of San Mateo-Hayward Bridge

San Mateo-Hayward Bridge Seismic Retrofit Project
Project Status: Completed 2000

The San Mateo-Hayward Bridge seismic retrofit project focused on strengthening the high-rise portion of the span. The foundations of the bridge were significantly upgraded with additional piles.

1958 Carquinez Bridge (foreground) with the 1927 Span (middle) under Demolition and the New Alfred Zampa Memorial Bridge (background)

1958 Carquinez Bridge Seismic Retrofit Project
Project Status: Completed 2002

The eastbound 1958 Carquinez Bridge was retrofitted in 2002 with additional reinforcement of the cantilever thru-truss structure.

1962 Benicia-Martinez Bridge Seismic Retrofit Project
Project Status: Completed 2003

The southbound 1962 Benicia-Martinez Bridge was retrofitted to “Lifeline” status with the strengthening of the foundations and columns and the addition of seismic bearings that allow the bridge to move during a major seismic event. The Lifeline status means the bridge is designed to sustain minor to moderate damage after a seismic event and to reopen quickly to emergency response traffic.

1962 Benicia-Martinez Bridge (right)

Richmond-San Rafael Bridge Seismic Retrofit Project
Project Status: Completed 2005

The Richmond-San Rafael Bridge was retrofitted to a "No Collapse" classification to avoid catastrophic failure during a major seismic event. The foundations, columns, and truss of the bridge were strengthened, and the entire low-rise approach viaduct from Marin County was replaced.

Richmond-San Rafael Bridge

Los Angeles-Vincent Thomas Bridge Seismic Retrofit Project
Project Status: Completed 2000

The Vincent Thomas Bridge is a 1,500-foot long suspension bridge crossing the Los Angeles Harbor in Los Angeles that links San Pedro with Terminal Island. The bridge was one of two state-owned toll bridges in Southern California (the other being the San Diego-Coronado Bridge). Opened in 1963, the bridge was seismically retrofitted as part of the TBSRP in 2000.

Los Angeles-Vincent Thomas Bridge

San Diego-Coronado Bridge Seismic Retrofit Project
Project Status: Completed 2002

The San Diego-Coronado Bridge crosses over San Diego Bay and links the cities of San Diego and Coronado. Opened in 1969, the 2.1-mile long bridge was seismically retrofitted as part of the TBSRP in 2002.

San Diego-Coronado Bridge

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Other Completed Projects

Antioch Bridge Seismic Retrofit Project
Project Status: Completed 2012

Serving the Delta region of the Bay Area, the Antioch Bridge takes State Route 160 traffic over the San Joaquin River, linking eastern Contra Costa County with Sacramento County. The current 1.8-mile-long steel plate girder bridge was opened in 1978 with one lane in each direction. The major retrofit measure for the bridge includes installing seismic isolation bearings at each of the 41 piers, strengthening piers 12 through 31 with steel cross-bracing between column bents, and installing steel casings at all columns located at the Sherman Island approach slab bridge.

Antioch Bridge

Antioch Bridge Support Column Seismic Retrofit Project Completed

Aerial View of the Benicia-Martinez Bridge

REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

REGIONAL MEASURE 1 PROGRAM

Completed Projects

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1), which authorized a standard auto toll of $1 for all seven state-owned Bay Area toll bridges to be used to reduce congestion in the bridge corridor.

Richmond Parkway Construction Project
Project Status: Completed 2001

The final connections to the Richmond Parkway from Interstate 580 near the Richmond-San Rafael Bridge were completed in May 2001.

San Mateo-Hayward Bridge Widening Project
Project Status: Completed 2003

This project expanded the low-rise concrete trestle section of the San Mateo-Hayward Bridge to allow for three lanes in each direction to match the existing configuration of the high-rise steel section of the bridge.

Widening of the San Mateo-Hayward Bridge Trestle on Left

New Alfred Zampa Memorial (Carquinez) Bridge Project
Project Status: Completed 2003

The new western span of the Carquinez Bridge, which replaced the original 1927 span, is a twin-towered suspension bridge with three mixed-flow lanes, a new carpool lane, shoulders and a bicycle/pedestrian pathway.

New Alfred Zampa Memorial (Carquinez) Bridge Soon after Opening to Traffic, with Crockett Interchange Still under Construction

Bayfront Expressway (State Route 84) Widening Project
Project Status: Completed 2004

This project expanded and improved the roadway from the Dumbarton Bridge touchdown to the US 101/ Marsh Road interchange by adding additional lanes and turn pockets and improving bicycle/pedestrian access in the area.

Richmond-San Rafael Bridge Rehabilitation Projects
Project Status: Completed 2006

Three major rehabilitation projects for the Richmond-San Rafael Bridge were completed. In 2001, the final connections to the Richmond Parkway were completed. In 2005, seismic retrofit, trestle and fender system replacement work was completed. In 2006, the bridge was resurfaced along with deck joint repairs.

New Richmond-San Rafael Bridge West Approach Trestle under Construction

Benicia-Martinez Bridge Project
Project Status: Completed 2007

The new Congressman George Miller Bridge opened to traffic in August 2007, taking its place alongside the existing 1962 Benicia-Martinez Bridge, which is named for Congressman Miller's father, the late George Miller, Jr. The new bridge carries five lanes of northbound Interstate 680 traffic, while the existing bridge is being upgraded to carry four lanes of southbound traffic and a new bicycle/pedestrian pathway.

The New Congressman George Miller Bridge (New Benicia-Martinez Bridge

Benicia-Martinez Bridge Rehabilitation Project
Project Status: Completed 2009

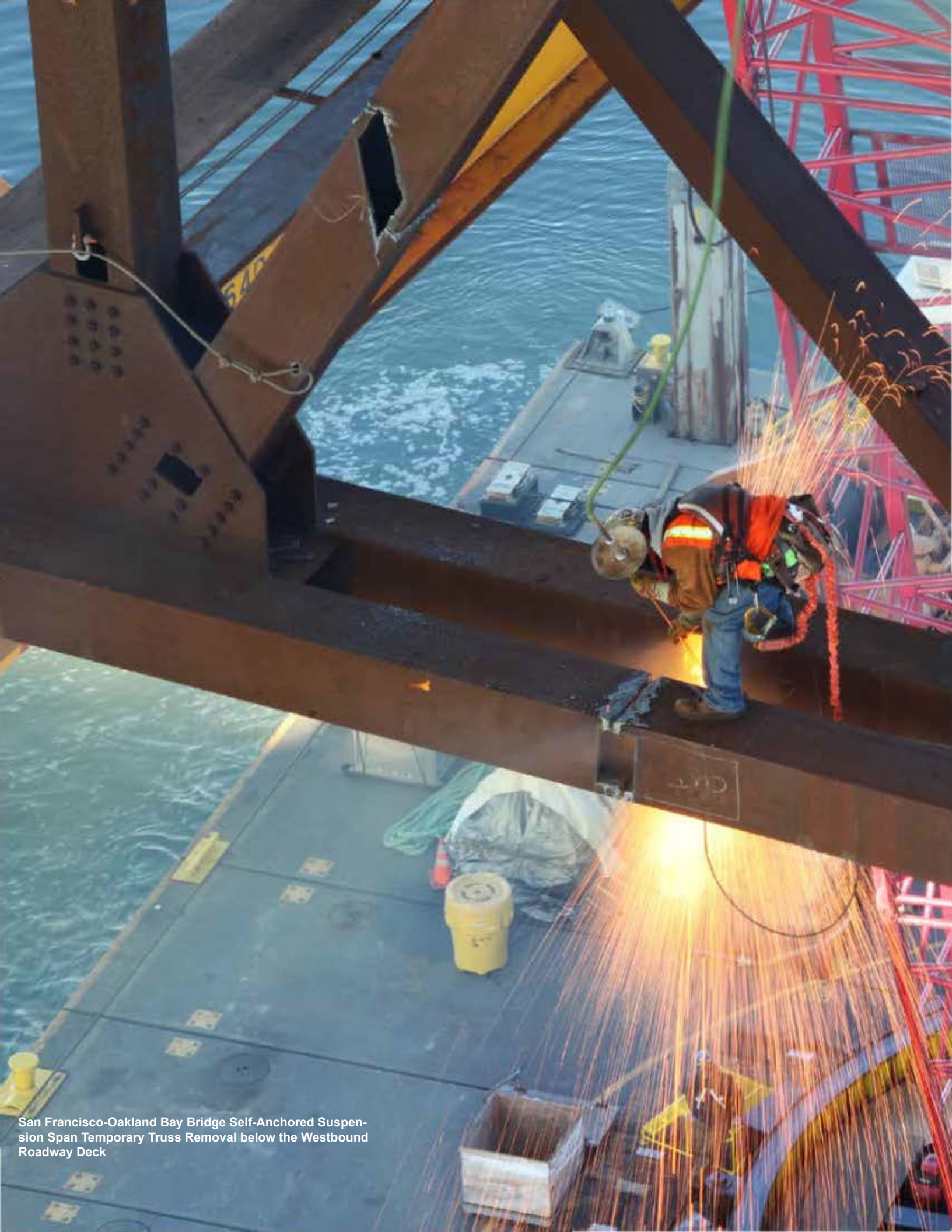
A two-year project to rehabilitate and reconfigure the original Benicia-Martinez Bridge began shortly after the opening of the new Congressman George Miller Bridge. The existing 1.2-mile roadway surface on the steel deck truss bridge was modified to carry four lanes of southbound traffic (one more than before) - with shoulders on both sides - plus a bicycle/pedestrian path on the west side of the span that connects to Park Road in Benicia and to Marina Vista Boulevard in Martinez. Reconstruction of the east side of the bridge and approaches was completed in August 2008. Reconstruction of the west side of the bridge and its approaches and construction of the bicycle/pedestrian pathway were completed in August 2009.

Benicia-Martinez Bridge Bicycle/Pedestrian Path

Interstate 880/State Route 92
Project Status: Completed 2011

This corridor was consistently one of the Bay Area's most congested during the evening commute. This was due in part to the lane merging and weaving that was required by the then-existing cloverleaf interchange. The new interchange features direct freeway-to-freeway connector ramps that now increase traffic capacity and improve overall safety and traffic operations in the area. With the new direct-connector ramps, drivers coming off of the San Mateo-Hayward Bridge can access Interstate 880 without having to compete with traffic headed onto east Route 92 from south Interstate 880.

Aerial View of Completed 880/92 Interchange Project



San Francisco-Oakland Bay Bridge Self-Anchored Suspension Span Temporary Truss Removal below the Westbound Roadway Deck

APPENDICES

Appendix A-1: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through January 31, 2013 ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2013)	Cost to Date (12/2012)	Cost Forecast (01/2013)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
SFOBB East Span Replacement Project						
Capital Outlay Support	959.3	262.3	1,221.6	1,105.3	1,278.6	57.0
Capital Outlay Construction	4,492.2	571.5	5,063.7	4,291.1	5,132.3	68.6
Other Budgeted Capital	35.1	(32.8)	2.3	0.7	7.7	5.4
Total	5,486.6	801.0	6,287.6	5,397.1	6,418.6	131.0
SFOBB West Approach Replacement						
Capital Outlay Support	120.0	(1.0)	119.0	119.2	119.0	-
Capital Outlay Construction	309.0	41.7	350.7	331.8	338.1	(12.6)
Total	429.0	40.7	469.7	451.0	457.1	(12.6)
SFOBB West Span Retrofit						-
Capital Outlay Support	75.0	(0.2)	74.8	74.9	74.8	-
Capital Outlay Construction	232.9	(5.5)	227.4	227.4	227.4	-
Total	307.9	(5.7)	302.2	302.3	302.2	-
Richmond-San Rafael Bridge Retrofit						
Capital Outlay Support	134.0	(7.0)	127.0	126.8	127.0	-
Capital Outlay Construction	780.0	(90.5)	689.5	667.5	689.5	-
Total	914.0	(97.5)	816.5	794.3	816.5	-
Benicia-Martinez Bridge Retrofit						-
Capital Outlay Support	38.1	-	38.1	38.1	38.1	-
Capital Outlay Construction	139.7	-	139.7	139.7	139.7	-
Total	177.8	-	177.8	177.8	177.8	-
Carquinez Bridge Retrofit						
Capital Outlay Support	28.7	0.1	28.8	28.8	28.8	-
Capital Outlay Construction	85.5	(0.1)	85.4	85.4	85.4	-
Total	114.2	-	114.2	114.2	114.2	-
San Mateo-Hayward Retrofit						-
Capital Outlay Support	28.1	-	28.1	28.1	28.1	-
Capital Outlay Construction	135.4	(0.1)	135.3	135.3	135.3	-
Total	163.5	(0.1)	163.4	163.4	163.4	-
Vincent Thomas Bridge Retrofit (Los Angeles)						
Capital Outlay Support	16.4	-	16.4	16.4	16.4	-
Capital Outlay Construction	42.1	(0.1)	42.0	42.0	42.0	-
Total	58.5	(0.1)	58.4	58.4	58.4	-
San Diego-Coronado Bridge Retrofit						
Capital Outlay Support	33.5	(0.3)	33.2	33.2	33.2	-
Capital Outlay Construction	70.0	(0.6)	69.4	69.4	69.4	-
Total	103.5	(0.9)	102.6	102.6	102.6	-

Appendix A-1: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through January 31, 2013 ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2013)	Cost to Date (12/2012)	Cost Forecast (01/2013)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
Antioch Bridge						
Capital Outlay Support	-	31.0	31.0	17.3	23.8	(7.2)
Capital Outlay Support by BATA				6.2		
Capital Outlay Construction	-	51.0	51.0	47.0	50.3	(0.7)
Total	-	82.0	82.0	70.5	74.1	(7.9)
Dumbarton Bridge						
Capital Outlay Support	-	56.0	56.0	35.1	56.0	-
Capital Outlay Support by BATA				6.0		
Capital Outlay Construction	-	92.7	92.7	59.3	72.0	(20.7)
Total	-	148.7	148.7	100.4	128.0	(20.7)
Subtotal Capital Outlay Support	1,433.1	340.9	1,774.0	1,635.4	1,823.8	49.8
Subtotal Capital Outlay	6,286.8	660.0	6,946.8	6,095.9	6,981.4	34.6
Subtotal Other Budgeted Capital	35.1	(32.8)	2.3	0.7	7.7	5.4
Miscellaneous Program Costs	30.0	-	30.0	25.5	30.0	-
Subtotal Toll Bridge Seismic Retrofit Program	7,785.0	968.1	8,753.1	7,757.5	8,842.9	89.8
Net Programmatic Risks*	-	-	-	-	32.6	32.6
Program Contingency	900.0	(571.1)	328.9	-	206.5	(122.4)
Total Toll Bridge Seismic Retrofit Program [1]	8,685.0	397.0	9,082.0	7,757.5	9,082.0	-

[1] Figures may not sum up to totals due to rounding effects.

Appendix A-2: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through January 31, 2013 ($ Millions)

Bridge	AB 144 Baseline Budget	TBPOC Current Approved Budget	Expenditures to date and encumbrances as of 01/2013 see Note (1)	Estimated costs not yet spent or encumbered as of 01/2013	Total Forecast as of 01/2013
a	b	c	d	e	f = d + e
Other Completed Projects					
Capital Outlay Support	144.9	144.6	144.6	-	144.6
Capital Outlay	472.6	471.9	472.8	(1.0)	471.8
Total	617.5	616.5	617.4	(1.0)	616.4
Richmond-San Rafael					
Capital Outlay Support	134.0	127.0	126.8	0.2	127.0
Capital Outlay	698.0	689.5	667.5	22.0	689.5
Project Reserves	82.0	-	-	-	-
Total	914.0	816.5	794.3	22.2	816.5
West Span Retrofit					
Capital Outlay Support	75.0	74.8	74.9	(0.1)	74.8
Capital Outlay	232.9	227.4	232.9	(5.5)	227.4
Total	307.9	302.2	307.8	(5.6)	302.2
West Approach					
Capital Outlay Support	120.0	119.0	119.2	(0.2)	119.0
Capital Outlay	309.0	350.7	346.7	(8.6)	338.1
Total	429.0	469.7	465.9	(8.8)	457.1
SFOBB East Span - Skyway					
Capital Outlay Support	197.0	181.2	181.2	-	181.2
Capital Outlay	1,293.0	1,237.2	1,237.3	(0.1)	1,237.2
Total	1,490.0	1,418.4	1,418.5	(0.1)	1,418.4
SFOBB East Span - SAS - Superstructure					
Capital Outlay Support	214.6	419.0	419.9	51.2	471.1
Capital Outlay	1,753.7	2,046.8	1,963.1	87.5	2,050.6
Total	1,968.3	2,465.8	2,383.0	138.7	2,521.7
SFOBB East Span - SAS - Foundations					
Capital Outlay Support	62.5	37.6	37.6	-	37.6
Capital Outlay	339.9	301.3	309.3	(4.2)	305.1
Total	402.4	338.9	346.9	(4.2)	342.7
Small YBI Projects					
Capital Outlay Support	10.6	10.2	10.2	0.4	10.6
Capital Outlay	15.6	15.2	15.5	0.2	15.7
Total	26.2	25.4	25.7	0.6	26.3
YBI Detour					
Capital Outlay Support	29.5	87.7	87.9	(0.2)	87.7
Capital Outlay	131.9	466.1	492.9	(19.6)	473.3
Total	161.4	553.8	580.8	(19.8)	561.0
YBI- Transition Structures					
Capital Outlay Support	78.7	106.4	92.2	22.8	115.0
Capital Outlay	299.4	295.4	360.6	(38.3)	322.3
Total	378.1	401.8	452.8	(15.5)	437.3

Appendix A-2: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through January 31, 2013 ($ Millions) Cont.

Contract	AB 144 Baseline Budget	TBPOC Current Approved Budget	Expenditures to date and encumbrances as of 01/2013 see Note (1)	Estimated costs not yet spent or encumbered as of 01/2013	Total Forecast as of 01/2013
a	b	c	d	e	f = d + e
Oakland Touchdown					
Capital Outlay Support	74.4	112.9	101.4	22.7	124.1
Capital Outlay	283.8	323.7	250.7	80.9	331.6
Total	358.2	436.6	352.1	103.6	455.7
East Span Other Small Projects					
Capital Outlay Support	212.3	206.6	197.9	8.7	206.6
Capital Outlay	170.8	141.3	118.4	36.3	154.7
Total	383.1	347.9	316.3	45.0	361.3
Existing Bridge Demolition					
Capital Outlay Support	79.7	59.9	3.6	41.1	44.7
Capital Outlay	239.2	239.1	-	249.5	249.5
Total	318.9	299.0	3.6	290.6	294.2
Antioch Bridge					
Capital Outlay Support	-	31.0	17.3	0.4	17.7
Capital Outlay Support by BATA			6.1	-	6.1
Capital Outlay	-	51.0	47.4	2.9	50.3
Total	-	82.0	70.8	3.3	74.1
Dumbarton Bridge					
Capital Outlay Support	-	56.0	35.3	14.7	50.0
Capital Outlay Support by BATA			6.0	-	6.0
Capital Outlay	-	92.7	67.6	4.4	72.0
Total	-	148.7	108.9	19.1	128.0
Miscellaneous Program Costs	30.0	30.0	25.5	4.5	30.0
Total Capital Outlay Support	1,463.2	1,803.9	1,687.6	166.2	1,853.8
Total Capital Outlay	6,321.8	6,949.2	6,582.7	406.4	6,989.1
Program Total [1]	7,785.0	8,753.1	8,270.3	572.6	8,842.9

(1). Funds allocated to project or contract for Capital Outlay and Support needs includes Capital Outlay Support total allocation for FY 06/07.
(2). BSA provided a distribution of program contingency in December 2004 based in Bechtel Infrastructure Corporation input.
This Column is subject to revision upon completion of Department's risk assessment update.

(3) Total Capital Outlay Support includes program indirect costs.

[1] Figures may not sum up to totals due to rounding effects.

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through January 31, 2013 ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2013)	Cost to Date (12/2012)	Cost Forecast (01/2013)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
San Francisco-Oakland Bay Bridge East Span Replacement Project						
East Span - SAS Superstructure						
Capital Outlay Support	214.6	204.4	419.0	404.0	471.1	52.1
Capital Outlay Construction	1,753.7	293.1	2,046.8	1,749.1	2,050.6	3.8
Total	1,968.3	497.5	2,465.8	2,153.1	2,521.7	55.9
SAS W2 Foundations						
Capital Outlay Support	10.0	(0.8)	9.2	9.2	9.2	-
Capital Outlay Construction	26.4	0.1	26.5	26.5	26.5	-
Total	36.4	(0.7)	35.7	35.7	35.7	-
YBI South/South Detour						
Capital Outlay Support	29.4	58.3	87.7	87.8	87.7	-
Capital Outlay Construction	131.9	334.2	466.1	466.2	473.3	7.2
Total	161.3	392.5	553.8	554.0	561.0	7.2
East Span - Skyway						
Capital Outlay Support	197.0	(15.8)	181.2	181.2	181.2	-
Capital Outlay Construction	1,293.0	(55.8)	1,237.2	1,237.3	1,237.2	-
Total	1,490.0	(71.6)	1,418.4	1,418.5	1,418.4	-
East Span - SAS E2/T1 Foundations						-
Capital Outlay Support	52.5	(24.1)	28.4	28.4	28.4	-
Capital Outlay Construction	313.5	(38.7)	274.8	274.8	278.6	3.8
Total	366.0	(62.8)	303.2	303.2	307.0	3.8
YBI Transition Structures (see notes below)						
Capital Outlay Support	78.7	27.7	106.4	85.6	115.0	8.6
Capital Outlay Construction	299.3	(3.9)	295.4	184.8	322.3	26.9
Total	378.0	23.8	401.8	270.4	437.3	35.5
* YBI- Transition Structures						
Capital Outlay Support			16.4	16.4	16.4	-
Capital Outlay Construction			-	-	-	-
Total			16.4	16.4	16.4	-
* YBI- Transition Structures Contract No. 1						
Capital Outlay Support			57.0	53.6	64.6	7.6
Capital Outlay Construction			199.7	184.8	234.6	34.9
Total			256.7	238.4	299.2	42.5
* YBI- Transition Structures Contract No. 2						
Capital Outlay Support			32.0	15.6	33.0	1.0
Capital Outlay Construction			92.4	-	84.4	(8.0)
Total			124.4	15.6	117.4	(7.0)
* YBI- Transition Structures Contract No. 3 Landscape						
Capital Outlay Support			1.0	-	1.0	-
Capital Outlay Construction			3.3	-	3.3	-
Total			4.3	-	4.3	-

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through January 31, 2013 ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2013)	Cost to Date (12/2012)	Cost Forecast (01/2013)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
Oakland Touchdown (see notes below)						
Capital Outlay Support	74.4	38.5	112.9	97.4	124.1	11.2
Capital Outlay Construction	283.8	39.9	323.7	220.4	331.6	7.9
Total	358.2	78.4	436.6	317.8	455.7	19.1
* OTD Prior-to-Split Costs						
Capital Outlay Support			21.7	20.0	21.7	-
Capital Outlay Construction			-	-	-	4.4
Total			21.7	20.0	21.7	4.4
* OTD Submarine Cable(1)						
Capital Outlay Support			0.9	0.9	0.9	-
Capital Outlay Construction			5.7	5.7	9.6	3.9
Total			6.6	6.6	10.5	3.9
* OTD No. 1 (Westbound)						
Capital Outlay Support			51.3	51.2	51.3	-
Capital Outlay Construction			205.0	203.0	203.3	(1.7)
Total			256.3	254.2	254.6	(1.7)
* OTD No. 2 (Eastbound)						
Capital Outlay Support			22.5	18.2	35.6	13.1
Capital Outlay Construction			62.0	11.6	65.5	3.5
Total			84.5	29.8	101.1	16.6
* OTD Touchdown 2 Detour(2)						
Capital Outlay Support			15.0	6.3	13.1	(1.9)
Capital Outlay Construction			51.0	-	48.8	(2.2)
Total			66.0	6.3	61.9	(4.1)
* OTD Electrical Systems						
Capital Outlay Support			1.5	0.8	1.5	-
Capital Outlay Construction			-	-	4.4	4.4
Total			1.5	0.8	5.9	4.4
Existing Bridge Demolition						
Capital Outlay Support	79.7	(19.8)	59.9	3.6	44.7	(15.2)
Capital Outlay Construction	239.2	(0.1)	239.1	-	249.5	10.4
Total	318.9	(19.9)	299.0	3.6	294.2	(4.8)
* Cantilever Section						
Capital Outlay Support			-	-	16.8	
Capital Outlay Construction			-	-	57.6	
Total			-	-	74.4	
* 504/288 Sections						
Capital Outlay Support			-	3.6	13.9	
Capital Outlay Construction			-	-	85.3	
Total			-	3.6	99.2	
*Marine foundations						
Capital Outlay Support			-	-	14.0	
Capital Outlay Construction			-	-	106.6	
Total			-	-	120.6	
YBI/SAS Archeology						
Capital Outlay Support	1.1	-	1.1	1.1	1.1	-
Capital Outlay Construction	1.1	-	1.1	1.1	1.1	-
Total	2.2	-	2.2	2.2	2.2	-

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through January 31, 2013 ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2013)	Cost to Date (12/2012)	Cost Forecast (01/2013)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
YBI - USCG Road Relocation						
Capital Outlay Support	3.0	(0.3)	2.7	2.7	3.0	0.3
Capital Outlay Construction	3.0	(0.2)	2.8	2.8	3.0	0.2
Total	6.0	(0.5)	5.5	5.5	6.0	0.5
YBI - Substation and Viaduct						
Capital Outlay Support	6.5	(0.1)	6.4	6.4	6.5	0.1
Capital Outlay Construction	11.6	(0.3)	11.3	11.3	11.6	0.3
Total	18.1	(0.4)	17.7	17.7	18.1	0.4
Oakland Geofill						-
Capital Outlay Support	2.5	0.1	2.6	2.5	2.5	(0.1)
Capital Outlay Construction	8.2	-	8.2	8.2	8.2	-
Total	10.7	0.1	10.8	10.7	10.7	(0.1)
Pile Installation Demonstration Project						
Capital Outlay Support	1.8	-	1.8	1.8	1.8	-
Capital Outlay Construction	9.3	(0.1)	9.2	9.3	9.3	-
Total	11.1	(0.1)	11.0	11.1	11.1	-
Stormwater Treatment Measures						
Capital Outlay Support	6.0	2.2	8.2	8.2	8.2	-
Capital Outlay Construction	15.0	3.3	18.3	16.8	18.3	-
Total	21.0	5.5	26.5	25.0	26.5	-
Right-of-Way and Environmental Mitigation						
Capital Outlay Support	-	-	-	-	-	-
Capital Outlay & Right-of-Way	72.4	-	72.4	51.7	80.4	8.0
Total	72.4	-	72.4	51.7	80.4	8.0
Sunk Cost - Existing East Span Retrofit						
Capital Outlay Support	39.5	-	39.5	39.5	39.5	-
Capital Outlay Construction	30.8	-	30.8	30.8	30.8	-
Total	70.3	-	70.3	70.3	70.3	-
Other Capital Outlay Support						
Environmental Phase	97.7	0.1	97.8	97.8	97.7	(0.1)
Pre-Split Project Expenditures	44.9	-	44.9	44.9	44.9	-
Non-Project Specific Costs	20.0	(8.0)	12.0	3.2	12.0	-
Total	162.6	(7.9)	154.7	145.9	154.6	(0.1)
Subtotal Capital Outlay Support	959.3	262.3	1,221.6	1,105.3	1,278.6	57.0
Subtotal Capital Outlay Construction	4,492.2	571.5	5,063.7	4,291.1	5,132.3	68.6
Other Budgeted Capital	35.1	(32.8)	2.3	0.7	7.7	5.4
						-
Total SFOBB East Span Replacement Project	5,486.6	801.0	6,287.6	5,397.1	6,418.6	131.0

[1] Figures may not sum up to totals due to rounding effects.

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2013)	Cost to Date (12/2012)	Cost Forecast (01/2013)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
New Benicia-Martinez Bridge Project						
New Bridge						
Capital Outlay Support						
BATA Funding	84.9	7.2	92.1	92.0	92.1	-
Non-BATA Funding	-	0.1	0.1	0.1	0.1	-
Subtotal	84.9	7.3	92.2	92.1	92.2	-
Capital Outlay Construction			-			-
BATA Funding	661.9	94.6	756.5	753.7	756.5	-
Non-BATA Funding	10.1	-	10.1	10.1	10.1	-
Subtotal	672.0	94.6	766.6	763.8	766.6	-
Total	756.9	101.9	858.8	855.9	858.8	-
I-680/I-780 Interchange Reconstruction						
Capital Outlay Support						
BATA Funding	24.9	5.2	30.1	30.1	30.1	-
Non-BATA Funding	1.4	5.2	6.6	6.3	6.6	-
Subtotal	26.3	10.4	36.7	36.4	36.7	-
Capital Outlay Construction						
BATA Funding	54.7	26.9	81.6	77.1	81.6	-
Non-BATA Funding	21.6	-	21.6	21.7	21.7	0.1
Subtotal	76.3	26.9	103.2	98.8	103.3	0.1
Total	102.6	37.3	139.9	135.2	140.0	0.1
I-680/Marina Vista Interchange Reconstruction						
Capital Outlay Support	18.3	1.9	20.2	20.2	20.2	-
Capital Outlay Construction	51.5	4.9	56.4	56.1	56.4	-
Total	69.8	6.8	76.6	76.3	76.6	-
New Toll Plaza and Administration Building						
Capital Outlay Support	11.9	3.8	15.7	15.7	15.7	-
Capital Outlay Construction	24.3	2.0	26.3	25.1	26.3	-
Total	36.2	5.8	42.0	40.8	42.0	-
Existing Bridge & Interchange Modifications						
Capital Outlay Support						
BATA Funding	4.3	13.7	18.0	18.0	18.0	-
Non-BATA Funding	-	0.9	0.9	0.8	0.9	-
Subtotal	4.3	14.6	18.9	18.8	18.9	-
Capital Outlay Construction						
BATA Funding	17.2	32.8	50.0	37.2	50.0	-
Non-BATA Funding	-	9.5	9.5	-	9.5	-
Subtotal	17.2	42.3	59.5	37.2	59.5	-
Total	21.5	56.9	78.4	56.0	78.4	-
Other Contracts						
Capital Outlay Support	11.4	(0.9)	10.5	9.7	10.5	-
Capital Outlay Construction	20.3	3.3	23.6	18.6	23.6	-
Capital Outlay Right-of-Way	20.4	(0.1)	20.3	17.0	20.3	-
Total	52.1	2.3	54.4	45.3	54.4	-

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2013)	Cost to Date (12/2012)	Cost Forecast (01/2013)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
New Benicia-Martinez Bridge Project continued...						
Subtotal BATA Capital Outlay Support	155.7	30.9	186.6	185.7	186.6	-
Subtotal BATA Capital Outlay Construction	829.9	164.5	994.4	967.8	994.4	-
Subtotal Capital Outlay Right-of-Way	20.4	(0.1)	20.3	17.0	20.3	-
Subtotal Non-BATA Capital Outlay Support	1.4	6.2	7.6	7.2	7.6	-
Subtotal Non-BATA Capital Outlay Construction	31.7	9.5	41.2	31.8	41.3	0.1
Project Reserves	20.8	1.6	22.4	-	22.3	(0.1)
Total New Benicia-Martinez Bridge Project	1,059.9	212.6	1,272.5	1,209.5	1,272.5	-
Notes:	Includes EAs 00601_,00603_,00605_,00606_,00608_,00609_,0060A_,0060C_,0060E_,0060F_,0060G_,0060H_, and all Project Right-of-Way					
Carquinez Bridge Replacement Project						
New Bridge						
Capital Outlay Support	60.5	(0.3)	60.2	60.2	60.2	-
Capital Outlay Construction	253.3	2.7	256.0	255.9	256.0	-
Total	313.8	2.4	316.2	316.1	316.2	-
Crockett Interchange Reconstruction						
Capital Outlay Support	32.0	(0.1)	31.9	31.9	31.9	-
Capital Outlay Construction	73.9	(1.9)	72.0	71.9	72.0	-
Total	105.9	(2.0)	103.9	103.8	103.9	-
Existing 1927 Bridge Demolition						
Capital Outlay Support	16.1	(0.3)	15.8	15.8	15.8	-
Capital Outlay Construction	35.2	-	35.2	35.1	35.2	-
Total	51.3	(0.3)	51.0	50.9	51.0	-
Other Contracts						
Capital Outlay Support	15.8	0.9	16.7	16.5	16.7	-
Capital Outlay Construction	18.8	(1.2)	17.6	16.5	17.6	-
Capital Outlay Right-of-Way	10.5	(0.1)	10.4	9.9	10.4	-
Total	45.1	(0.4)	44.7	42.9	44.7	-
Subtotal BATA Capital Outlay Support	124.4	0.2	124.6	124.4	124.6	-
Subtotal BATA Capital Outlay Construction	381.2	(0.4)	380.8	379.4	380.8	-
Subtotal Capital Outlay Right-of-Way	10.5	(0.1)	10.4	9.9	10.4	-
Project Reserves	12.1	(9.7)	2.4	-	2.4	-
Total Carquinez Bridge Replacement Project [1]	528.2	(10.0)	518.2	513.7	518.2	-
Notes	Other Contracts include EAs 01301_,01302_,01303_,01304_,01305_,01306_,01307_,01308_,01309_,0130A_,0130C_,0130D_,0130F_,0130G_,0130H_,0130J_,00453_,00493_,04700_,00607_,2A270_,and 29920_ and all Project Right-of-Way					

[1] Figures may not sum up to totals due to rounding effects.

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2013)	Cost to Date (12/2012)	Cost Forecast (01/2013)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
Richmond-San Rafael Bridge Trestle. Fender, and Deck Joint Rehabilitation						
Capital Outlay Support						
BATA Funding	2.2	(0.8)	1.4	1.4	1.4	-
Non-BATA Funding	8.6	1.8	10.4	10.4	10.4	-
Subtotal	10.8	1.0	11.8	11.8	11.8	-
Capital Outlay Construction						
BATA Funding	40.2	(6.8)	33.4	33.3	33.4	-
Non-BATA Funding	51.1	-	51.1	51.1	51.1	-
Subtotal	91.3	(6.8)	84.5	84.4	84.5	-
Project Reserves	-	0.8	0.8	-	0.8	-
Total	102.1	(5.0)	97.1	96.2	97.1	-
Richmond-San Rafael Bridge Deck Overlay Rehabilitation						
Capital Outlay Support						
BATA Funding	4.0	(0.7)	3.3	3.3	3.3	-
Non-BATA Funding	4.0	(4.0)	-	-	-	-
Subtotal	8.0	(4.7)	3.3	3.3	3.3	-
Capital Outlay Construction	16.9	(0.6)	16.3	16.3	16.3	-
Project Reserves	0.1	0.3	0.4	-	0.4	-
Total	25.0	(5.0)	20.0	19.6	20.0	-
Richmond Parkway Project (RM 1 Share Only)						
Capital Outlay Support	-	-	-	-	-	-
Capital Outlay Construction	5.9	-	5.9	4.3	5.9	-
Total	5.9	-	5.9	4.3	5.9	-
San Mateo-Hayward Bridge Widening						
Capital Outlay Support	34.6	(0.5)	34.1	34.1	34.1	-
Capital Outlay Construction	180.2	(6.1)	174.1	174.1	174.1	-
Capital Outlay Right-of-Way	1.5	(0.9)	0.6	0.6	0.6	-
Project Reserves	1.5	(0.5)	1.0	-	1.0	-
Total	217.8	(8.0)	209.8	208.8	209.8	-
I-880/SR-92 Interchange Reconstruction						
Capital Outlay Support	28.8	35.8	64.6	62.2	64.6	-
Capital Outlay Construction						
BATA Funding	85.2	68.4	153.6	150.2	153.6	-
Non-BATA Funding	9.6	-	9.6	-	9.6	-
Subtotal	94.8	68.4	163.2	150.2	163.2	-
Capital Outlay Right-of-Way	9.9	7.3	17.2	14.7	17.2	-
Project Reserves	0.3	(0.3)	-	-	-	-
Total	133.8	111.2	245.0	227.1	245.0	-
Bayfront Expressway Widening						
Capital Outlay Support	8.6	(0.2)	8.4	8.4	8.4	-
Capital Outlay Construction	26.5	(1.5)	25.0	24.9	25.0	-
Capital Outlay Right-of-Way	0.2	-	0.2	0.2	0.2	-
Project Reserves	0.8	(0.3)	0.5	-	0.5	-
Total	36.1	(2.0)	34.1	33.5	34.1	-

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2013)	Cost to Date (12/2012)	Cost Forecast (01/2013)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
US 101/University Avenue Interchange Modification						
Capital Outlay Support	3.8	-	3.8	3.7	3.8	-
Capital Outlay Construction	3.8	-	3.8	3.7	3.8	-
Total						
	358.3	64.7	423.0	419.5	423.0	-
Subtotal BATA Capital Outlay Support	1,569.8	217.5	1,787.3	1,754.0	1,787.3	-
Subtotal BATA Capital Outlay Construction	42.5	6.2	48.7	42.4	48.7	-
Subtotal Capital Outlay Right-of-Way	14.0	4.0	18.0	17.6	18.0	-
Subtotal Non-BATA Capital Outlay Support	92.4	9.5	101.9	82.9	102.0	0.1
Subtotal Non-BATA Capital Outlay Construction	35.6	(8.1)	27.5	-	27.4	(0.1)
Project Reserves	2,112.6	293.8	2,406.4	2,316.4	2,406.4	-
Total RM1 Program	2,112.6	293.8	2,406.4	2,316.4	2,406.4	-

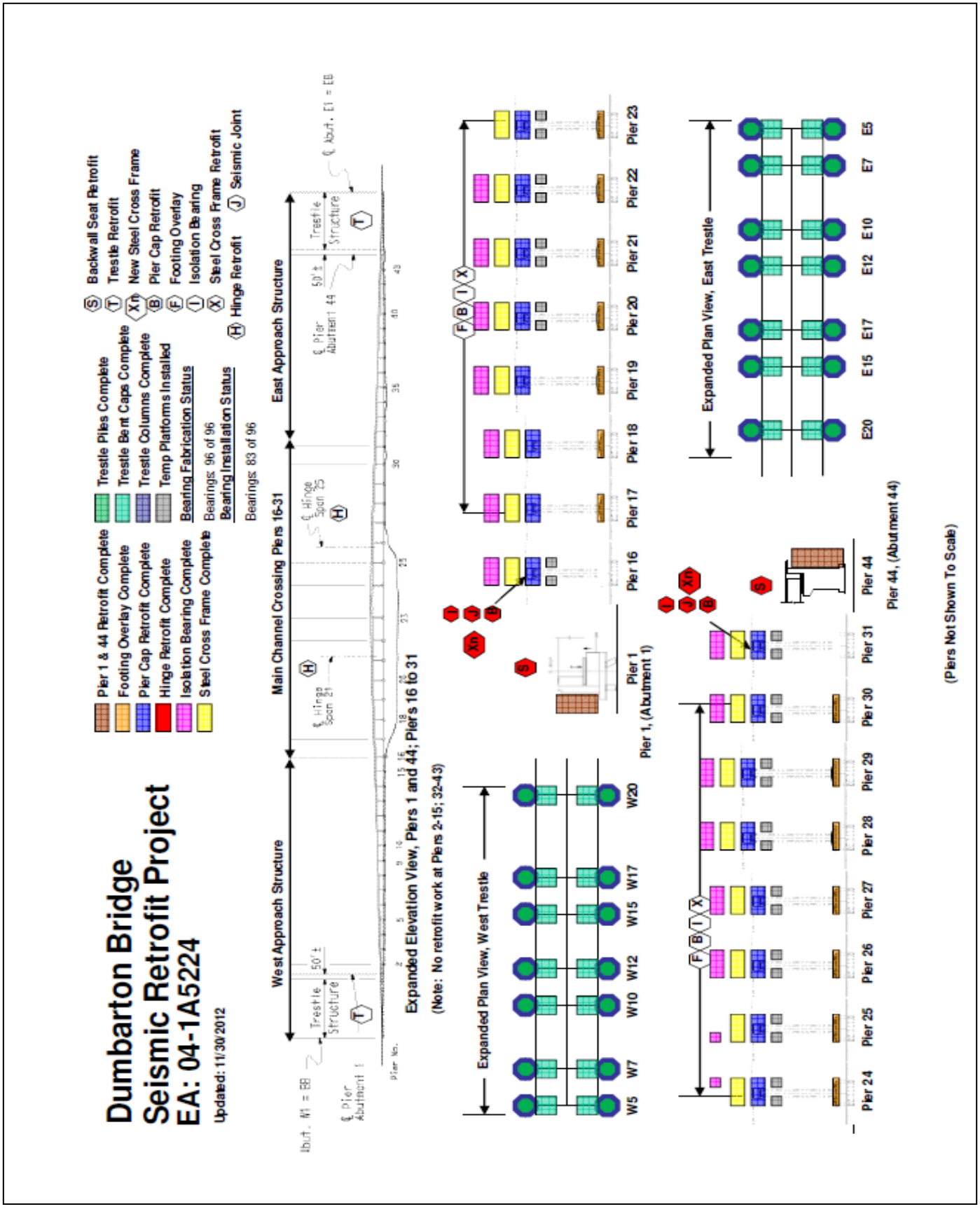
Notes:

1 Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Includes Non-TBSRP Expenses for EA 0438U_ and 04157_

2 San Mateo-Hayward Bridge Widening includes EAs 00305_,04501_,04503_,04504_,04504_,04505_,04506_,04507_,04508_,04509_,27740_,27790_,04860_

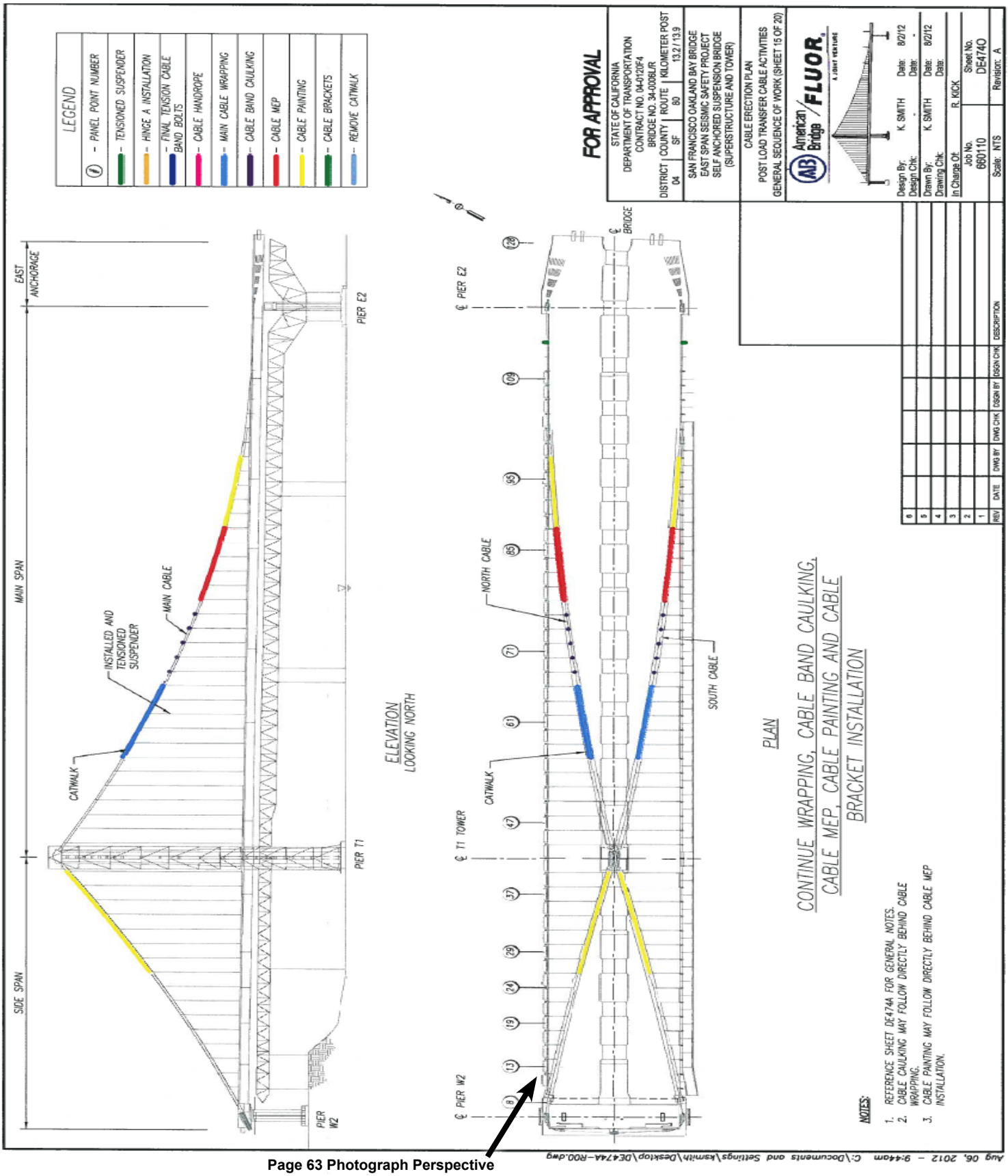
San Francisco-Oakland Self-Anchored Suspension Bridge Bike Path Installation in Progress

Appendix D: Progress Diagrams
Dumbarton Bridge



San Francisco-Oakland Self-Anchored Suspension Bridge Suspender Cable Painting in Progress

Appendix D: Progress Diagrams
SAS Late February Work Plan Activities



Page 63 Photograph Perspective

San Francisco-Oakland Self-Anchored Suspension Bridge Backspan Cable Painting Enclosures Installed and North Backspan Cable Painting Substantially Complete

The Self-Anchored Suspension Bridge Bikepath Mockup Overlay at Pier 7

Project Photos

Appendix E: Project Progress Photographs

Self-Anchored Suspension Bridge Field Work

Self-Anchored Suspension Bridge Support Vehicle Being Lifted on to the Bikepath

Self-Anchored Suspension Bridge Zinc Coating Placement Cable Wrapping in Progress

Self-Anchored Suspension Bridge Cable Wrapping Operation

Self-Anchored Suspension Bridge Bikepath installation

Self-Anchored Suspension Bridge - Zinc Coating and Cable Wrapping Operation

San Francisco-Oakland Self-Anchored Suspension Bridge Suspender Rope Separator Installation at South Mainspan

Appendix E: Project Progress Photographs

Westbound Oakland Detour

Before Opening to Traffic

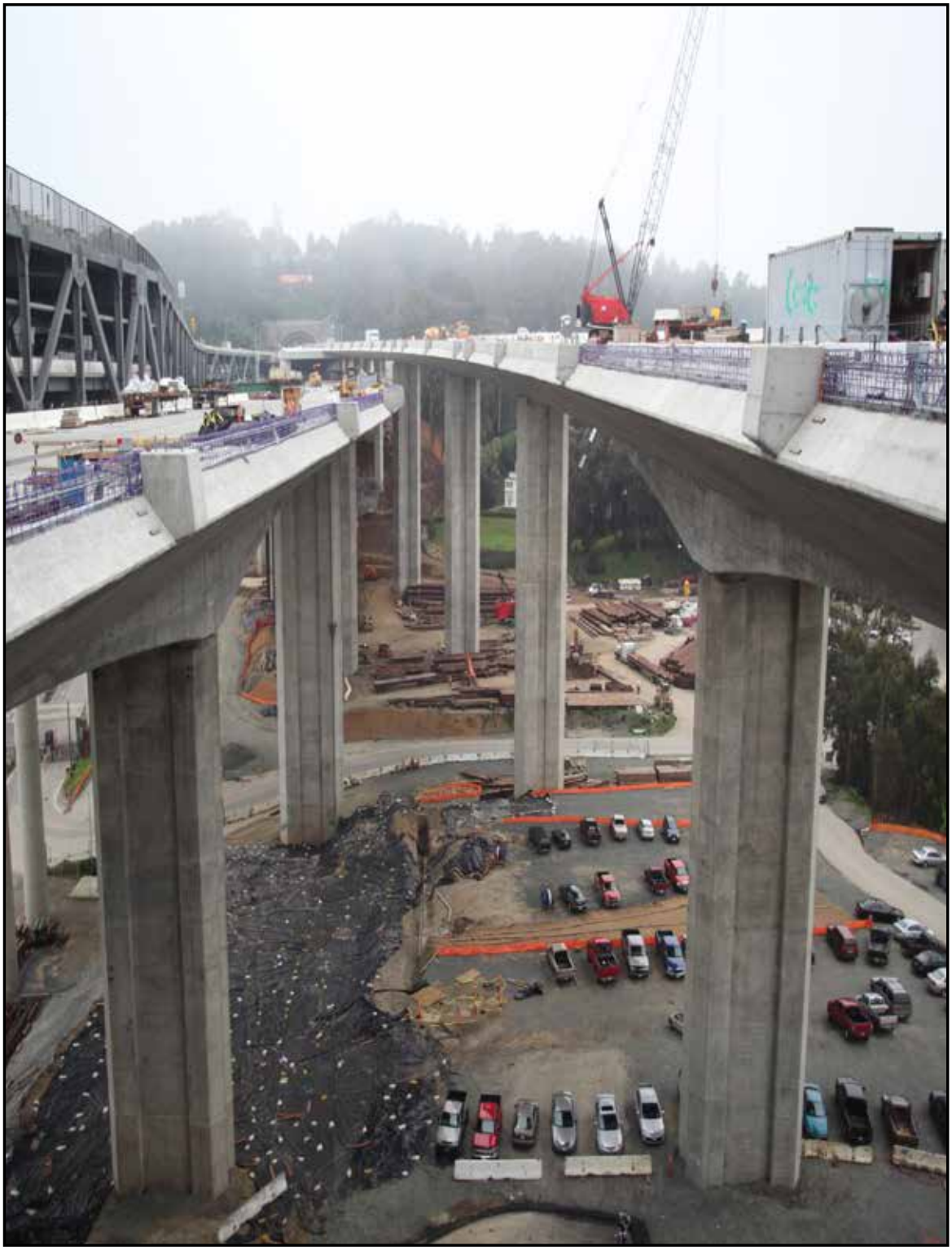
After Opening to Traffic and Current Eastbound OTD Progress

Appendix E: Project Progress Photographs

Yerba Buena Island Transition Structure #1 Westbound

Stemwall and MEP Ductbank Work Progress underneath YBI Transition Structure

Stemwall and MEP Ductbank Work Progress underneath YBI Transition Structure



View of YBID and YBITS #1 Eastbound and Westbound Roadway Decks in Progress

Appendix E: Project Progress Photographs

Antioch Bridge

Antioch Bridge - Pier 41 Girders on Temporary Jacks prior to Installation of Isolation Bearings

Antioch Bridge - Welding of Jacking Stiffeners at Existing Girder Web

Appendix E: Project Progress Photographs

Dumbarton Bridge

Dumbarton Bridge - Ravenswood Pier Staging for Footing Overlay Work

Dumbarton Bridge - Pier 26 Footing Overlay - All Footing Overlay Completed Except Piers 23 & 24

Glossary of Terms

AB 144/SB 66 BUDGET: The planned allocation of resources for the Toll Bridge Seismic Retrofit Program, or subordinate projects or contracts, as provided in Assembly Bill 144 and Senate Bill 66, signed into law by Governor Schwarzenegger on July 18, 2005, and September 29, 2005, respectively.

AB 144/SB 66 PROJECT COMPLETE BASELINE: The planned completion date for the Toll Bridge Seismic Retrofit Program or subordinate projects or contracts.

APPROVED CHANGES: For cost, changes to the AB 144/SB 66 Budget or BATA Budget as approved by the Bay Area Toll Authority Commission. For schedule, changes to the AB 144/SB 66 Project Complete Baseline approved by the Toll Bridge Program Oversight Committee, or changes to the BATA Project Complete Baseline approved by the Bay Area Toll Authority Commission.

AT COMPLETION VARIANCE or VARIANCE (cost): The mathematical difference between the Cost Forecast and the Current Approved Budget.

BATA BUDGET: The planned allocation of resources for the Regional Measure 1 Program, or subordinate projects or contracts as authorized by the Bay Area Toll Authority as of June 2005.

BATA PROJECT COMPLETE BASELINE: The planned completion date for the Regional Measure 1 Program or subordinate projects or contracts.

COST FORECAST: The current forecast of all of the costs that are projected to be expended so as to complete the given scope of the program, project, or contract.

COST TO DATE: The actual expenditures incurred by the program, project or contract as of the month and year shown.

CURRENT APPROVED BUDGET: The sum of the AB 144/SB 66 Budget or BATA Budget and Approved Changes.

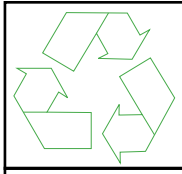
HINGE PIPE BEAMS: Pipes between roadway sections designed to move within their sleeves during expansion or contraction of the decks during minor events, such as changes in temperature. The beams are designed to absorb the energy of an earthquake by deforming in their middle or “fuse” section. Hinge pipe beams are also found at the western piers where the SAS connects to the YBITS (Hinge “K” pipe beams).

PROJECT COMPLETE CURRENT APPROVED SCHEDULE: The sum of the AB 144/SB 66 Project Complete Baseline or BATA Project Complete Baseline and Approved Changes.

PROJECT COMPLETE SCHEDULE FORECAST: The current projected date for the completion of the program, project, or contract.

SCHEDULE VARIANCE or VARIANCE (schedule): The mathematical difference expressed in months between the Project Complete Schedule Forecast and the Project Complete Current Approved Schedule.

% COMPLETE: % Complete is based on an evaluation of progress on the project, expenditures to date, and schedule.



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The information in this report is provided in accordance with California Government code Section 755. This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) on the Toll Bridge Seismic Retrofit and Regional Measure 1 Programs. The contract value for the monitoring efforts, technical analysis, and field site works that contribute to these reports, as well as the report preparation and production is $1,574,873.73.

Bay Area Management Consultants
An Association of URS Corporation and Hatch Mott MacDonald

The San Francisco-Oakland Bay Bridge Self-Anchored Suspension Bridge Main Back Span Cable Painting Enclosures at Night

(Front Cover) The Self-Anchored Suspension Bridge Span
Main Cable Protection and Lighting Fixture Progress

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** February 27, 2013

FR: Patrick Treacy, Assistant Risk Manager Toll Bridge Program, Caltrans

RE: Agenda No. – 3b
Item – Progress Reports
Fourth Quarter 2012 Risk Management Update

Action:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
An overview of the 4th Quarter 2012 risk management results, "Risk Management Briefing, Fourth Quarter 2012" will be presented at the TBPOC meeting on March 7. Attached is a copy of the presentation.

Attachment(s):
Risk Management Briefing, Fourth Quarter 2012

Risk Management Briefing
Fourth Quarter 2012

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

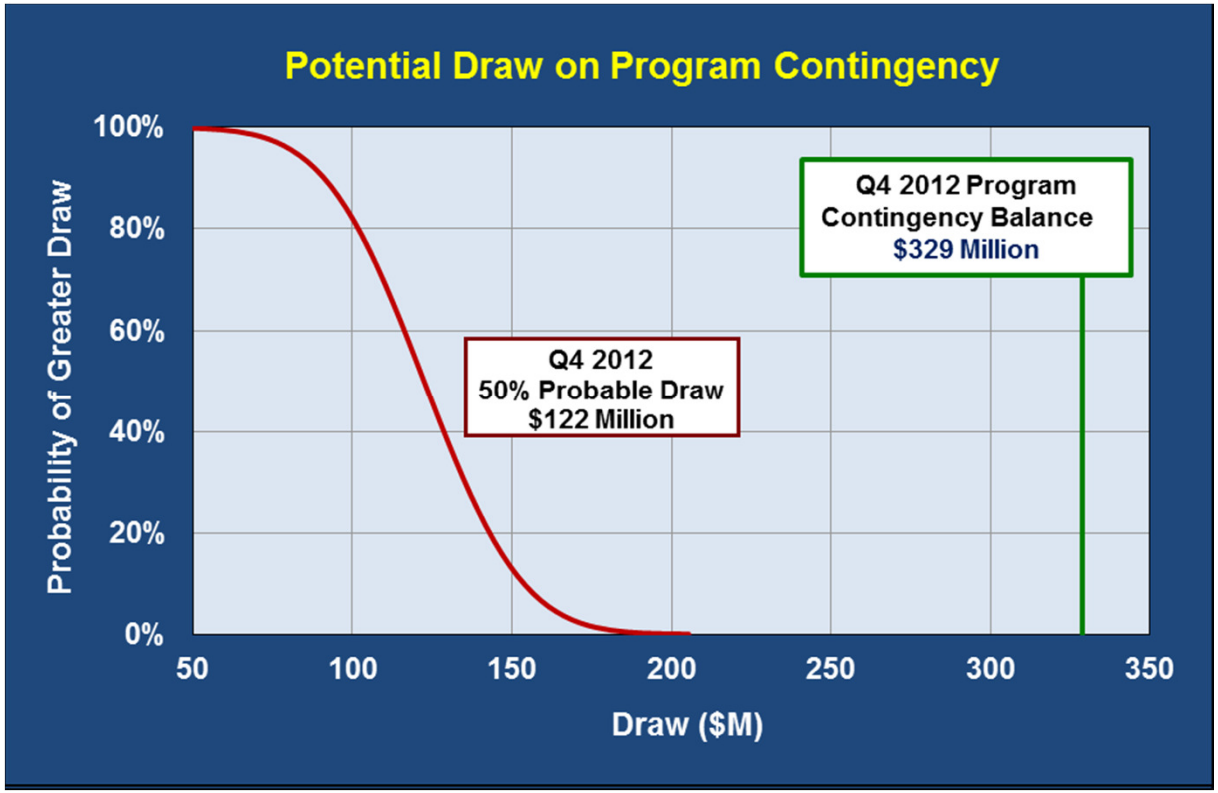
Toll Bridge Program Oversight Committee Meeting
March 7, 2013

Outline

Q4 2012 Risk Management Results
Adequacy of Reserves

Look Ahead to Q1 2013

Summary of Q4 2012 Cost Risk Results
Adequacy of Reserves



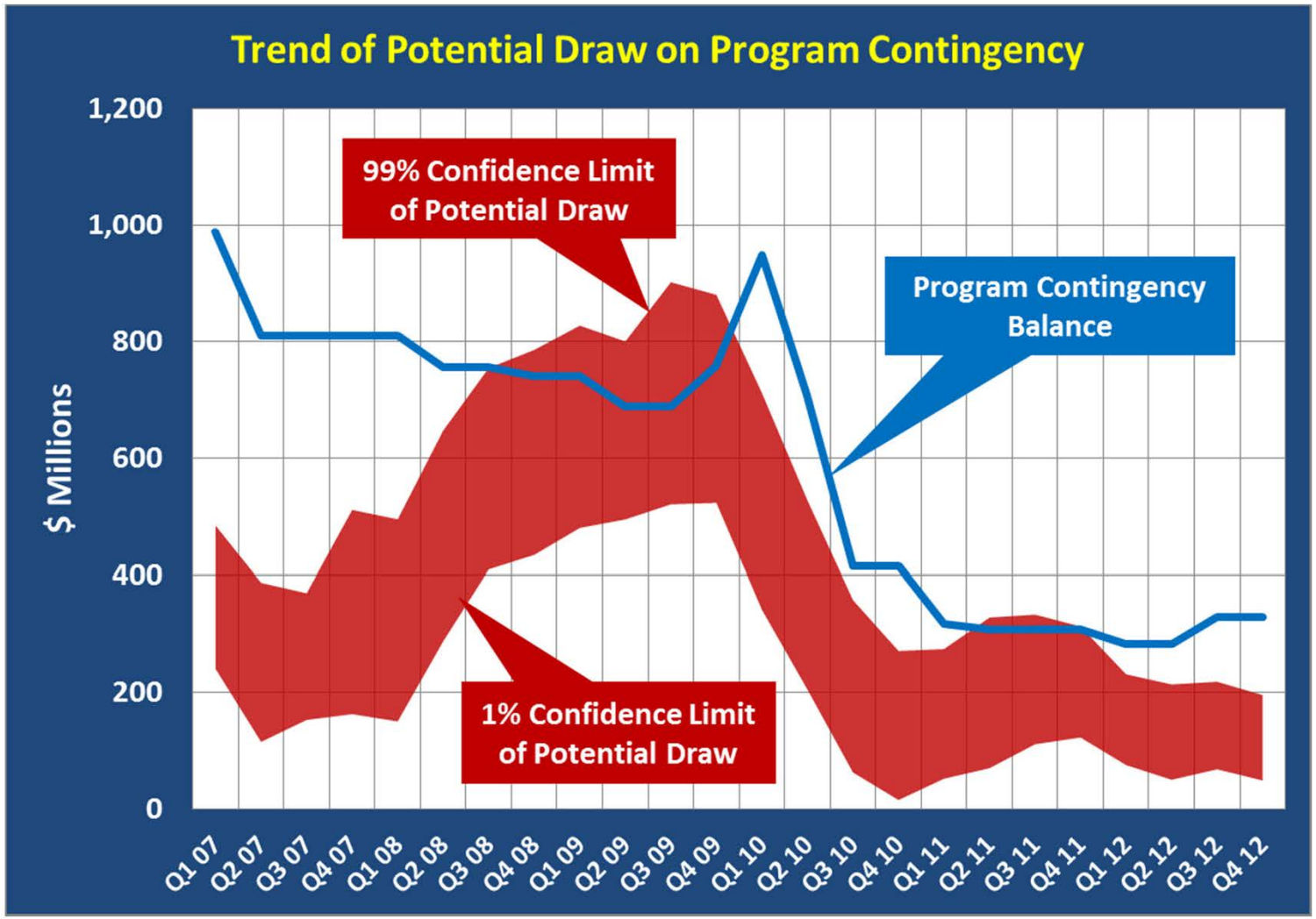
Notes:

1) ***Proposed architectural enhancements and project improvements are excluded unless approved by the TBPOC.***
2) ***Program Contingency may be used for other beneficial purposes that to cover risk. Therefore, the potential draw chart may not necessarily represent a forecast of the future balance of Program Contingency funds.***

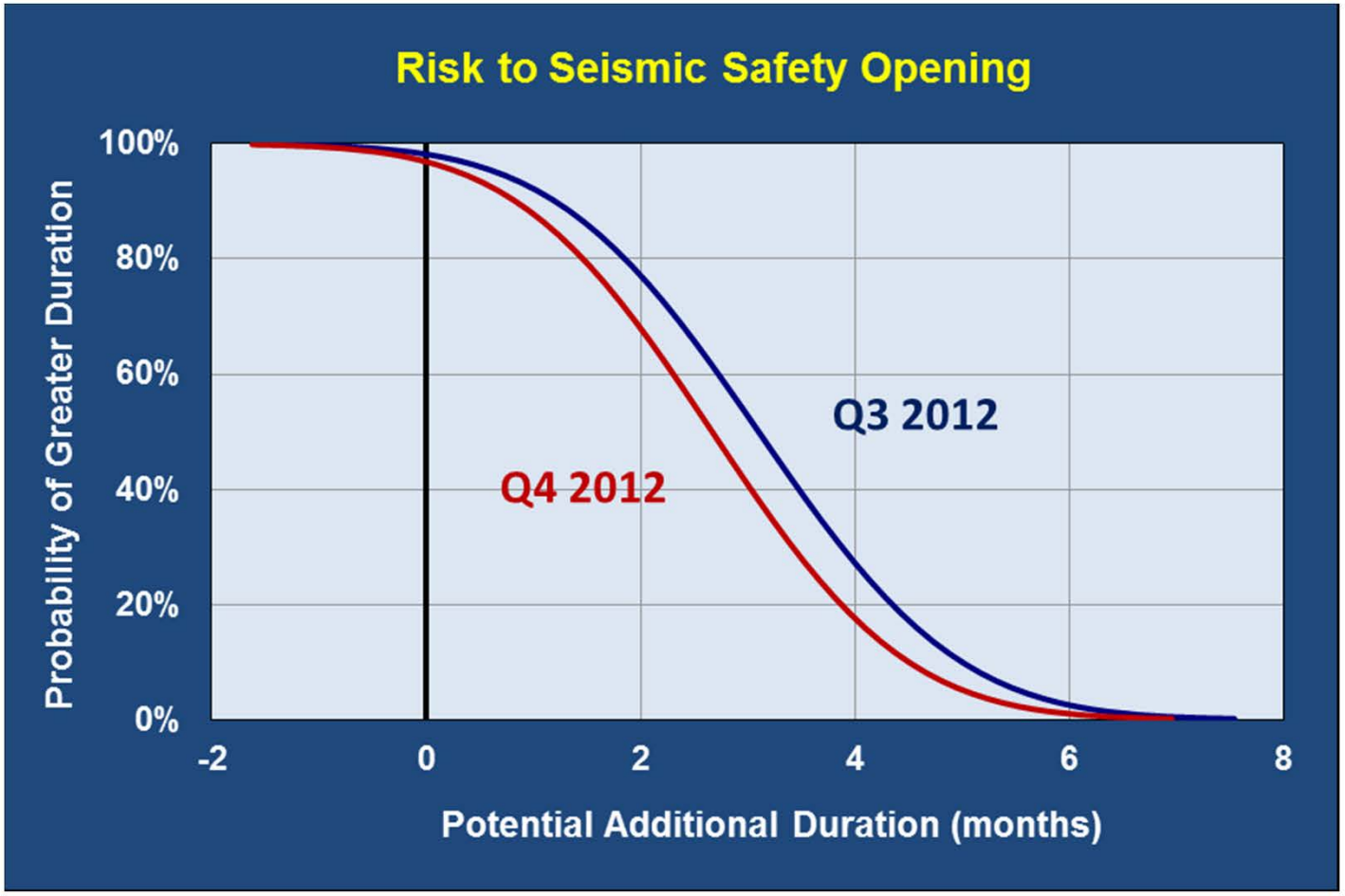
Summary of Q4 2012 Risk Results

1. **Remaining Program Contingency is sufficient to cover the cost of currently identified risks with a high degree of confidence. The 50% probable remaining Program Contingency is $207 million.**
2. **The Potential Draw on Program Contingency ranges from about $50 million to $175 million. The current TBPOC approved Program Contingency balance is $329 million.**
3. **The 50% probable remaining Program Contingency has increased by about $22 million this quarter.**
4. **The schedule risks associated with completing the cable wrapping, electrical work and painting have decreased slightly this quarter.**
5. **Cost risks and CCOs associated with coordination between the SAS and YBITS1 contractors (e.g., Hinge K) are included in the Potential Draw Curve. However, to the extent that further corridor acceleration may be desired, such cost risks will need to be reassessed.**
6. **Corridor enhancements earlier approved by the TBPOC (e.g., OTD Detour, YBITS1 acceleration, "elevator to the top," "pigtail" removal, etc.) are included in the Potential Draw Curve -- refer to the Risk Management Report, Section 11, "Watch List," Table 1.**
7. **Additional enhancements (e.g., painting the bridge soffit "wings") are currently being considered by the TBPOC and, if approved, will be reflected in the future quarters' Potential Draw Curve -- refer to the Risk Management Report, Section 11, "Watch List," Table 2.**

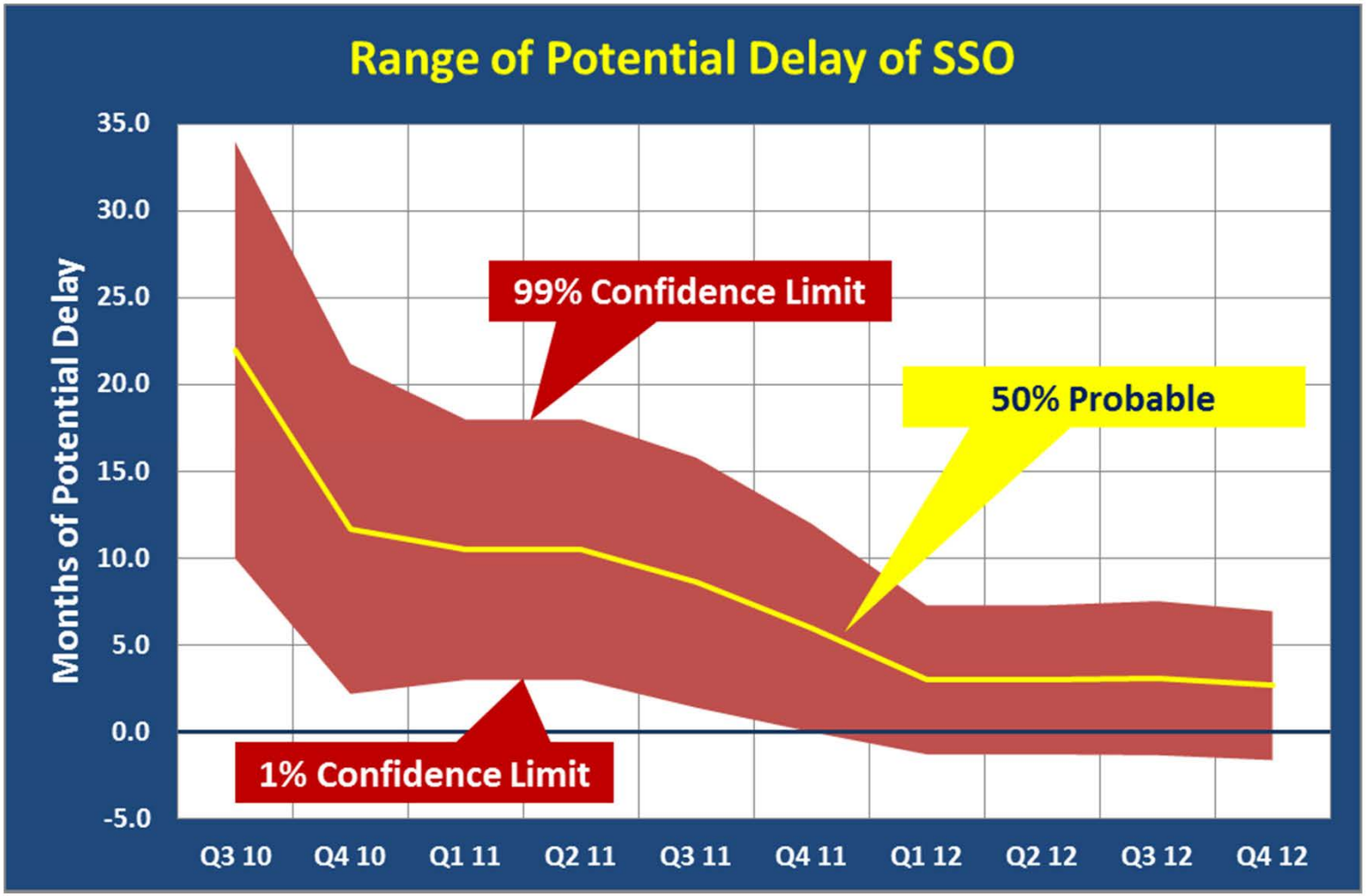
Program Contingency Trend



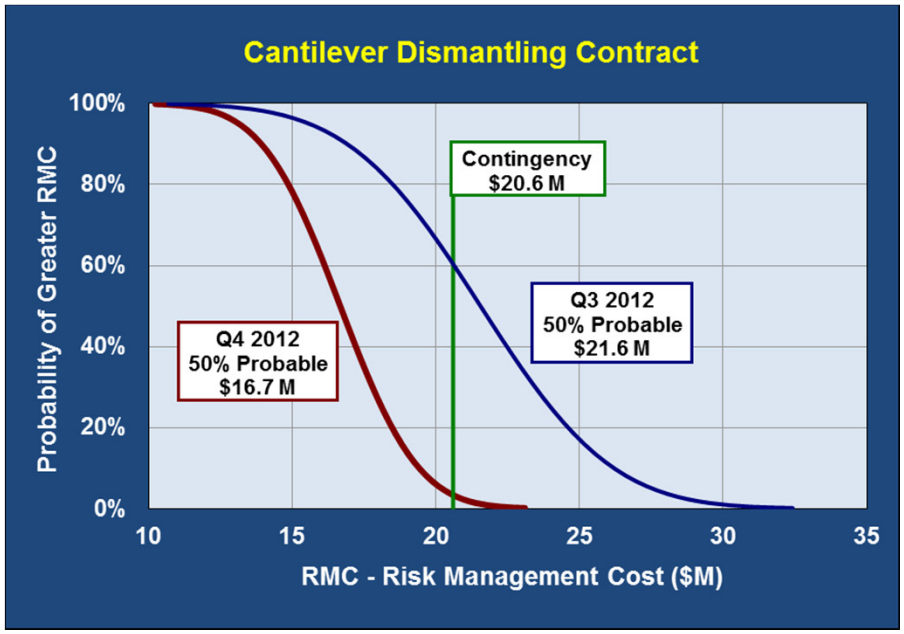
Q4 2012 SSO Corridor Schedule Risk Results



Corridor SSO Schedule Risk Trend



Cantilever Dismantling



Top Risks

1.Hazardous materials issues – airborne lead

2. Bird Nesting

3.Latent structural condition affects contractor's means and methods

4.Changing performance criteria different from what is in plans

5.Construction noise exceeding USCG license

Risk Mitigation:

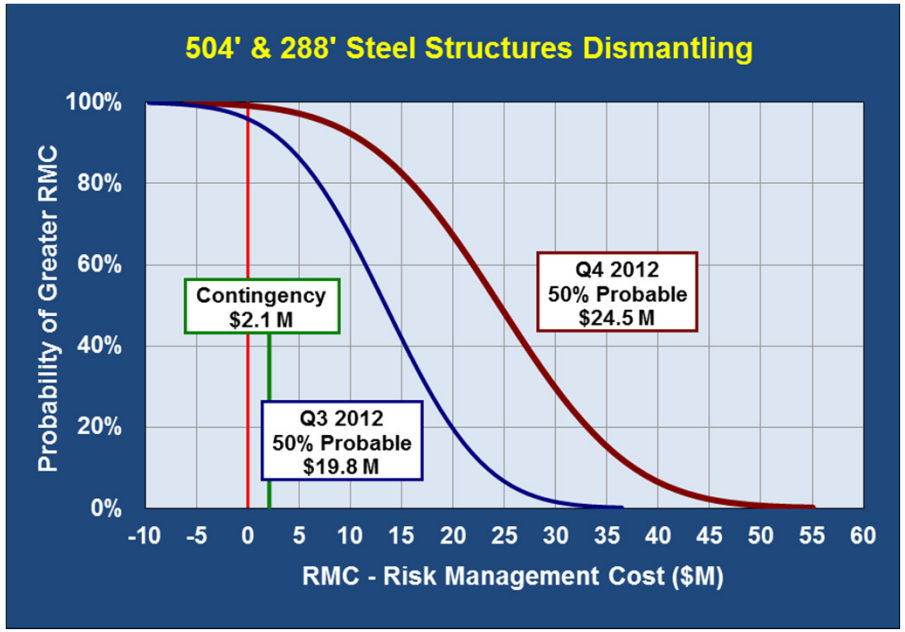
1.Conducted three contractor technical outreach meetings prior to bid, where the contracting community could address any concerns they had about the bid package and issued six contract addenda to address contractor concerns

2.Had a submittal with bid requirements to guarantee only qualified and experienced contractors could be awarded this work

3.Added a prebid Engineer Qualification Specification to reduce contractor risk in bidding the work.

4. On-going consultations with CalOSHA about worker safety issues associated with lead.

504′ & 288′ Steel Structures Dismantling



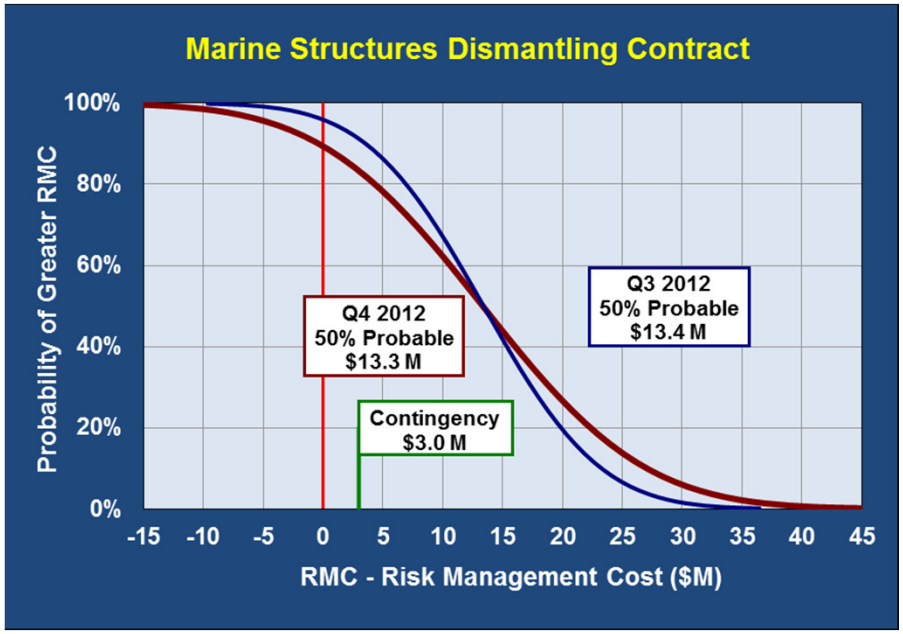
Top Risks

1. **Bird Nesting**
2. **Hazardous materials not in the contract**
3. **Cost uncertainty in the cost estimate**
4. **Differing site condition associated with temporary foundation work**
5. **Differing engineering opinions about the safe dismantling of the bridge**

Risk Mitigation:

1. **On-going consultations with regulatory agencies about how to address the bird nesting issue**
2. **Implementing measures on YBITS1 to try to entice Cormorant Colony to move to the nesting platforms on the new bridge**
3. **Added bird plan specification and bid item to the contract**
4. **Will include any required enhancements to hazardous materials control in the bid package**

Marine Structures Dismantling



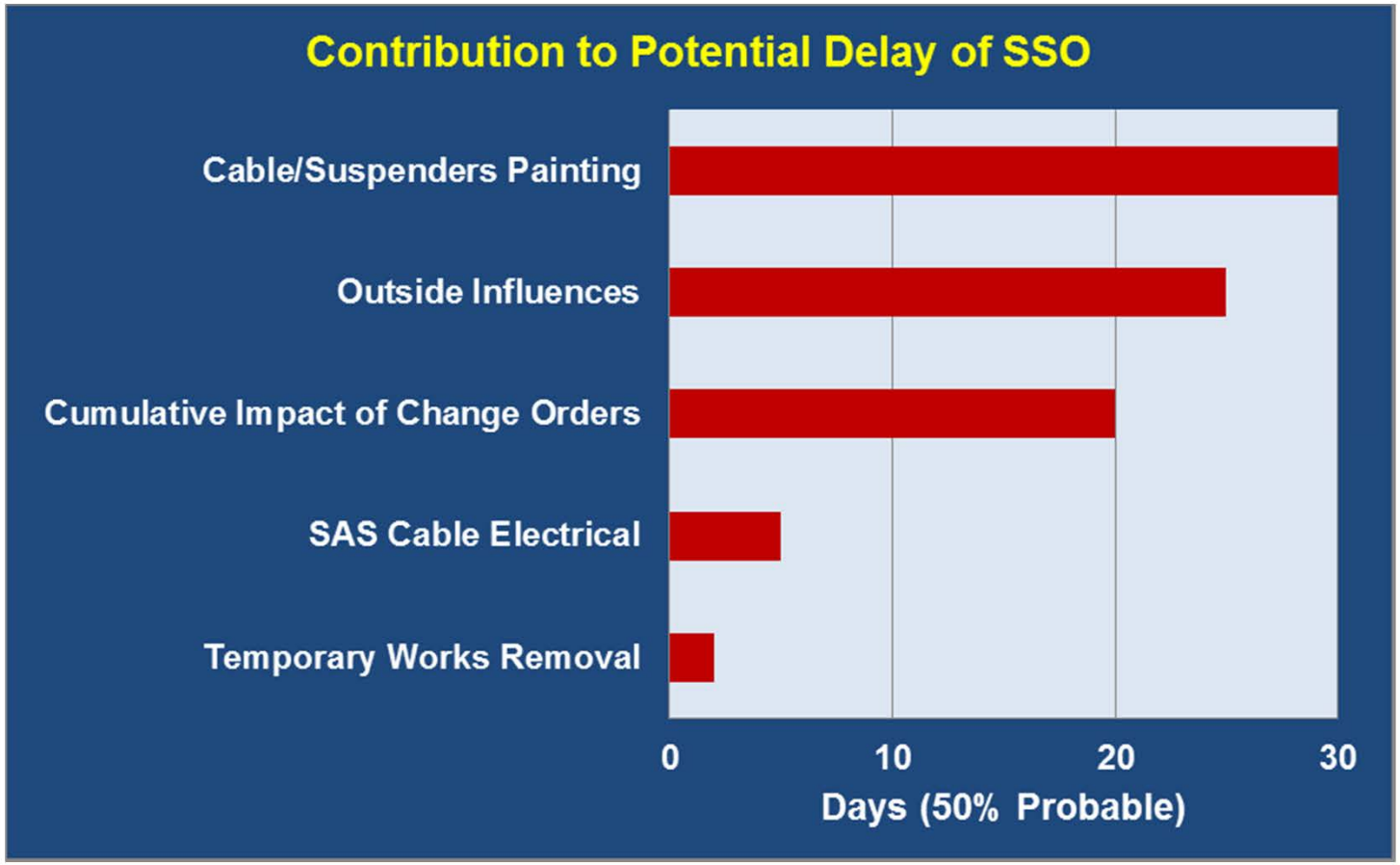
Top Risks

1. Cost uncertainty in the cost estimate
2. New environmental constraints delay permits, affect scope and contractor's means and methods
3. Hazardous materials not in the contract
4. Bird nesting Issues
5. Differing Site Condition associated with the temporary works

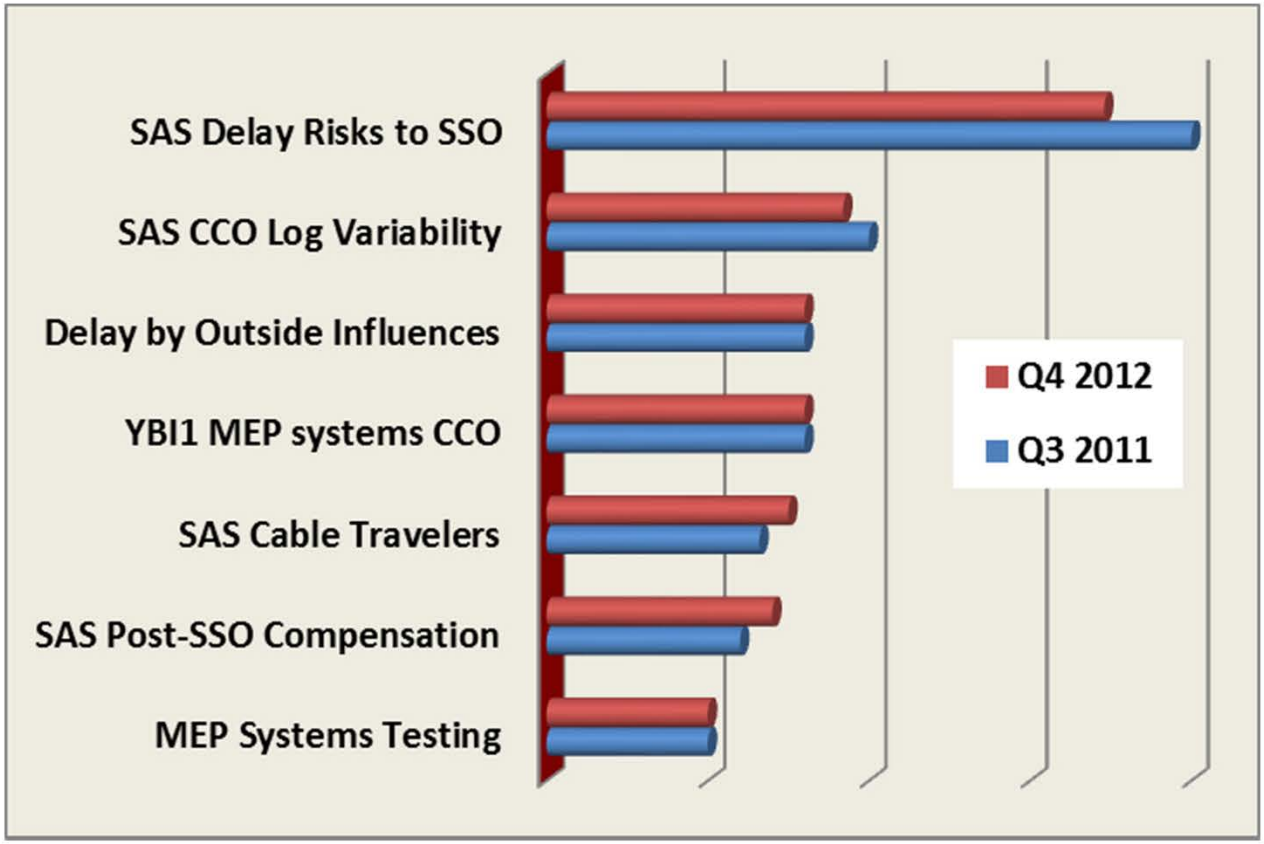
Risk Mitigation:

1. Investigating innovative means and methods (micro blasting) for removing old foundations
2. Looking to procure contract using one of the CMGC pilot program slots, this procurement method should help address contract risks more effectively going forward

Look Ahead to Q1 2013
Top Corridor SSO Schedule Risks



Look Ahead to Q1 2013
Top Cost Risks



Corridor Cost Uncertainty

Look ahead to Q1 2013
"Watch List"

List of potential corridor improvements under consideration

Potential Improvement	Status	Cost Range ($M)
Preservation of 504' Section of Existing Bridge	BAMC developing cost estimate	10 – 50
A scope change being considered to accelerate the demolition and bike path opening will require purchasing space on YBI from MCM and ABF		10 – 25
Paint concrete portions of bridge and bike path	Scope revised. A smaller bridge area is now proposed to be painted. To be presented to PMT in April 2012	1 – 15
Light pipe	To be presented to PMT in 2012 – Costs do not include operation and maintenance expenses.	9 – 35
BASE system	Unknown. Expected to be funded from non-TBSRP funds.	8 – 15
Service platform handrail aesthetic modifications		0.1 – 0.9
Architectural bridge heads, portal beam at YBI	Presented to TBPOC in May. Additional information requested.	1 – 2.5
Re-use of E1 (as viewing platform) – a potential cost saving opportunity	Presented to TBPOC. Explore removal of Column but keep foundation. Need to provide access.	(2) – 0.5
Revise access to cross-beam soffit (Remove rails)	Removed from consideration by BATA	
Skyway sidewalk gap mitigation (Reduce clearance to less than 4 inches)	Issue elevated to Caltrans Management. – Issue expected to be dropped – no retrofit required.	4 – 12
Temporary bike path access	See Note 1 below	0.3 – 5
Skyway Bike path Divider Rail Bolt Shear	Under consideration by Design	0.5 – 4
Skyway Bike path Drainage of Steel Box Girder	Under consideration by Design and Maintenance	0.2 - 5
New Cameras for BASE	To be presented to PMT in Q3 if required.	
Proposed revisions to Cable Lighting Scheme	Conceptual at this point no scope.	

- Are not currently included in the corridor risk management costs or resulting corridor forecasts, unless approved by TBPOC and quantified in a risk register.
- The magnitude of total costs of all listed potential improvements, if approved by the TBPOC, may result in a significant increase to the potential draw on program contingency indicated herein.
- <u>Important Watch List Items:</u>

  Preservation of 504' Section of Existing Bridge.

  A scope change being considered to accelerate the demolition and bike path opening will require purchasing space on YBI from MCM and ABF.

Questions?

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: February 27, 2013

FR: Stephen Maller, Deputy Director, CTC

RE: Agenda No. - 4a

Item- Program Issues
Bay Bridge East Span Opening Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
A verbal update on the Bay Bridge New East Span opening celebration will be provided at the TBPOC March 7 meeting.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** February 27, 2013

FR: Ali Banani, COS Project Controls Manager, Caltrans
Peter Lee, Senior Program Coordinator, BATA

RE: Agenda No. - 4b
Program Issues
Item- Capital Outlay Support (COS) Update and FY 2013 – 14 Allocation Request

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Recommendation:
APPROVAL

Cost Impacts:
No impact, current allocation is within the program COS budget.

Schedule Impacts:
N/A

Discussion

Staff requests TBPOC approval of the FY 2013-14 COS Allocation Request of $62.4 million for the program.

FY 2013-14 COS Allocation Request

For next fiscal year, the Department is requesting an allocation of $62.4 million for the entire TBSRP program, including the Dumbarton Bridge and the East Span. With TBPOC approval, the Department will forward the allocation request for BATA approval. Below is the COS request by project for next FY as compared to the forecast for this FY.

Table 2 - FY 2013-14 COS Allocation Request
$ in millions

Project	FY 2012-13 COS Forecast	FY 2013-14 COS Request	Difference
SFOBB East Span Replacement	$84.2	$62.0	-$22.2
Antioch Bridge Retrofit	$ 0.4	$ 0.0	-$0.4
Dumbarton Bridge Retrofit	$7.5	$ 0.4	-$7.1
TBSRP Total	$92.1	$62.4	-$29.7

Forecast at Completion

The FY 2013-14 allocation of COS funds is within current COS budget at the program level.

Based on the Q4 2012 analysis, we estimate about $57M in risk to the current approved budget for East Span project.

Table 3 – COS Budget and Forecast at Completion
$ in millions

Project	COS Allocation Budget	COS Forecast 3rd Quarter 2012	Difference
SFOBB East Span Replacement	$1,222	$1,279	+$57.0
Antioch Bridge Retrofit	$31.0	$24.5	-$6.5
Dumbarton Bridge Retrofit	$56.0	$56.0	-

Attachment(s):

COS Update Presentation

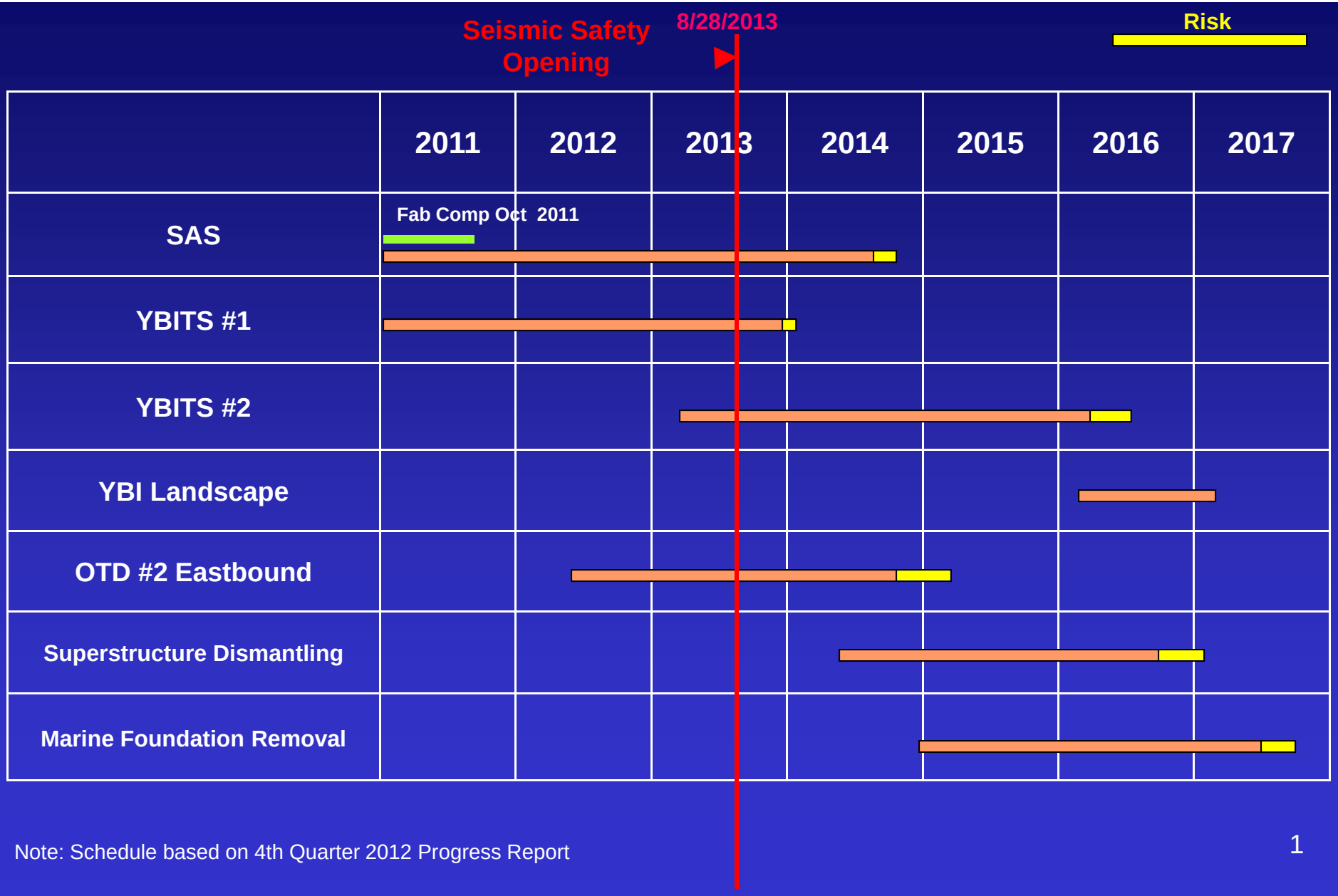
Toll Bridge Seismic Retrofit Program
COS Forecast

March 2013

THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECTS

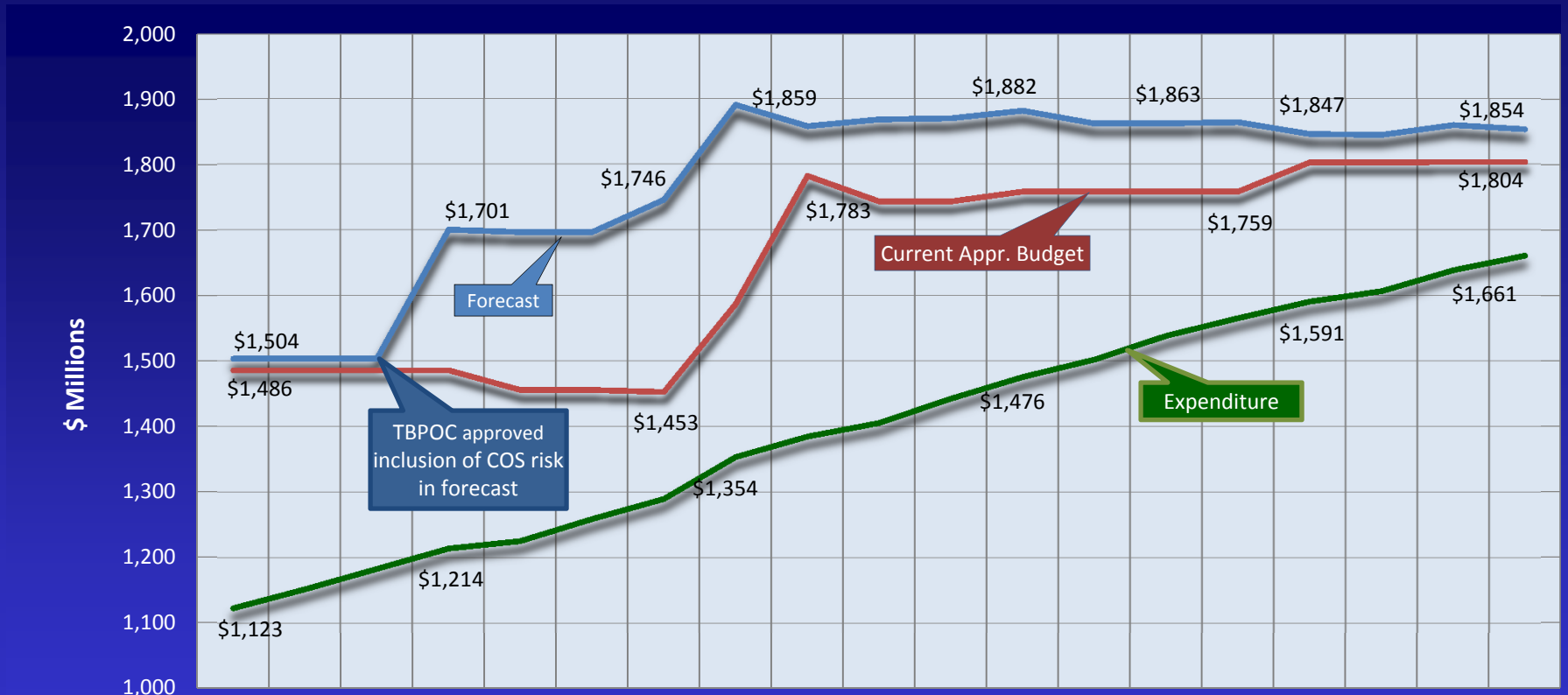
CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

East Span Construction Schedule



Note: Schedule based on 4th Quarter 2012 Progress Report

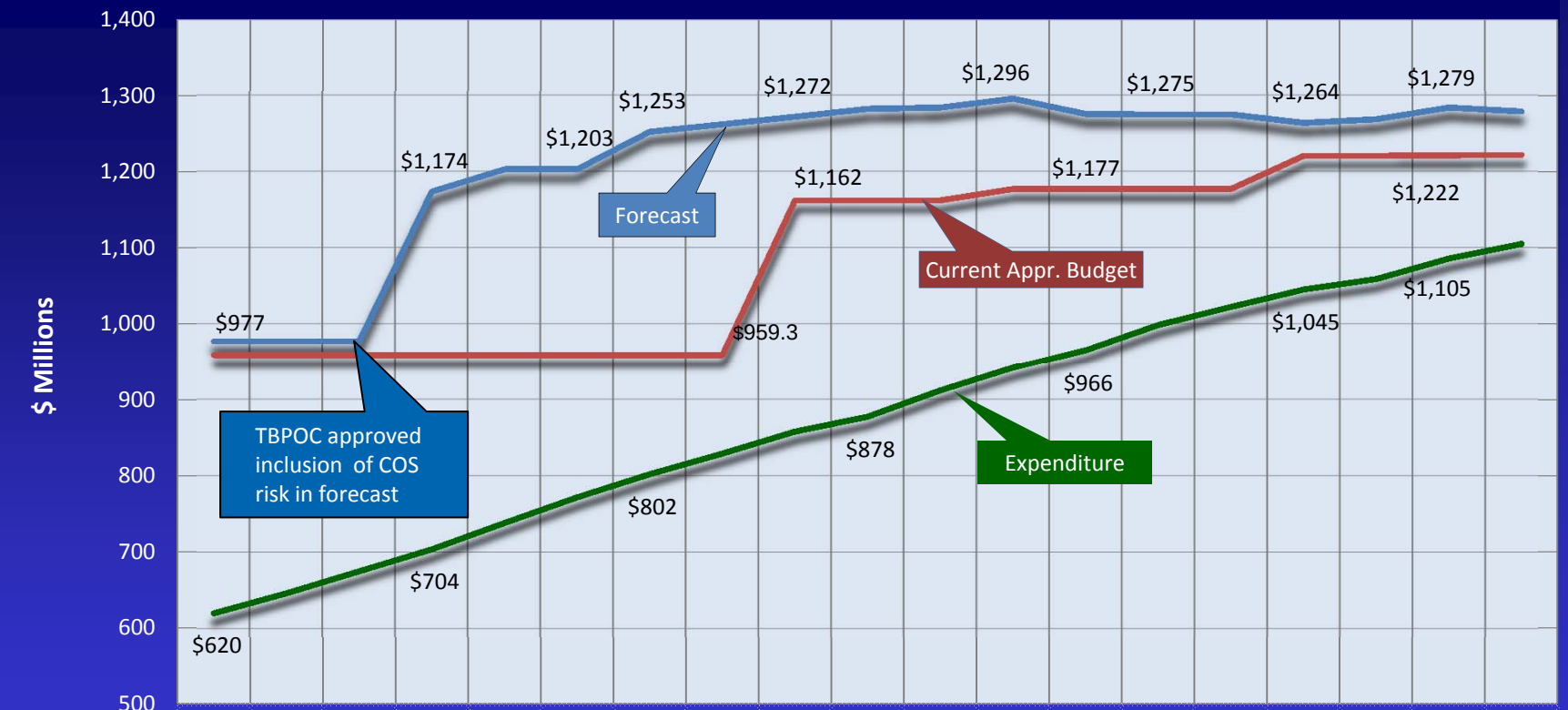
TBSRP COS Expenditure, Forecast & Budget Trend



	Q2 08	Q3 08	Q4 08	Q1 09	Q2 09	Q3 09	Q4 09	Q1 10	Q2 10	Q3 10	Q4 10	Q1 11	Q2 11	Q3 11	Q4 11	Q1 12	Q2 12	Q3 12	Q4 12
Forecast	$1,504	$1,504	$1,504	$1,701	$1,697	$1,697	$1,746	$1,891	$1,859	$1,869	$1,871	$1,882	$1,863	$1,863	$1,865	$1,847	$1,845	$1,860	$1,854
Appr. Budget	$1,486	$1,486	$1,486	$1,486	$1,456	$1,456	$1,453	$1,587	$1,783	$1,744	$1,744	$1,759	$1,759	$1,759	$1,759	$1,803	$1,803	$1,804	$1,804
Expenditures	$1,123	$1,152	$1,183	$1,214	$1,226	$1,259	$1,290	$1,354	$1,385	$1,406	$1,443	$1,476	$1,502	$1,539	$1,566	$1,591	$1,607	$1,639	$1,661

Based on 4th Quarter 2012 Program Report

East Span COS Expenditure, Forecast & Budget Trend

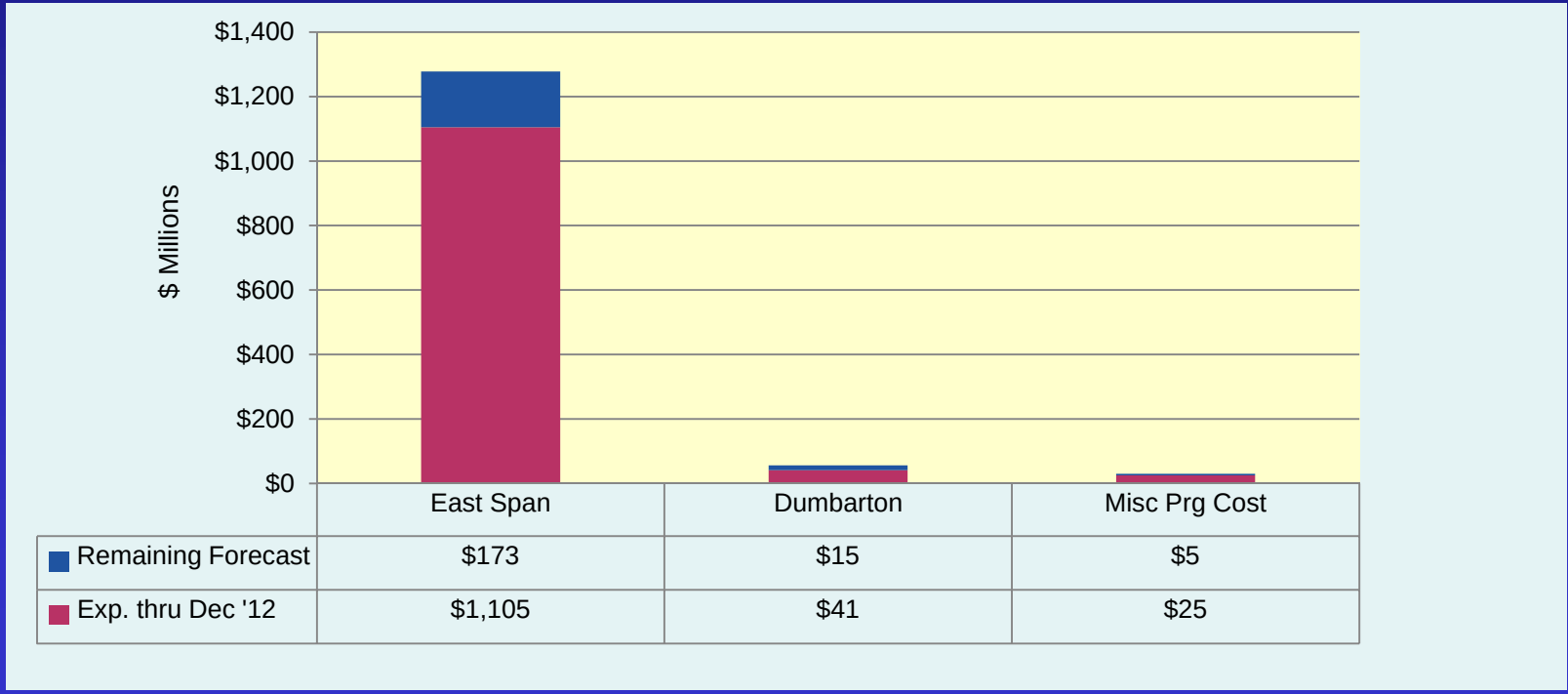


	Q2 08	Q3 08	Q4 08	Q1 09	Q2 09	Q3 09	Q4 09	Q1 10	Q2 10	Q3 10	Q4 10	Q1 11	Q2 11	Q3 11	Q4 11	Q1 12	Q2 12	Q3 12	Q4 12
Forecast	$977	$977	$977	$1,174	$1,203	$1,203	$1,253	$1,262	$1,272	$1,283	$1,284	$1,296	$1,276	$1,275	$1,275	$1,264	$1,269	$1,284	$1,279
Appr. Budget	$959.3	$959.3	$959.3	$959.3	$959.3	$959.3	$959.3	$959.3	$1,162	$1,162	$1,162	$1,177	$1,177	$1,177	$1,177	$1,221	$1,221	$1,222	$1,222
Expenditures	$620	$647	$675	$704	$739	$772	$802	$829	$858	$878	$912	$942	$966	$999	$1,023	$1,045	$1,059	$1,086	$1,105

Based on 4th Quarter 2012 Program Report

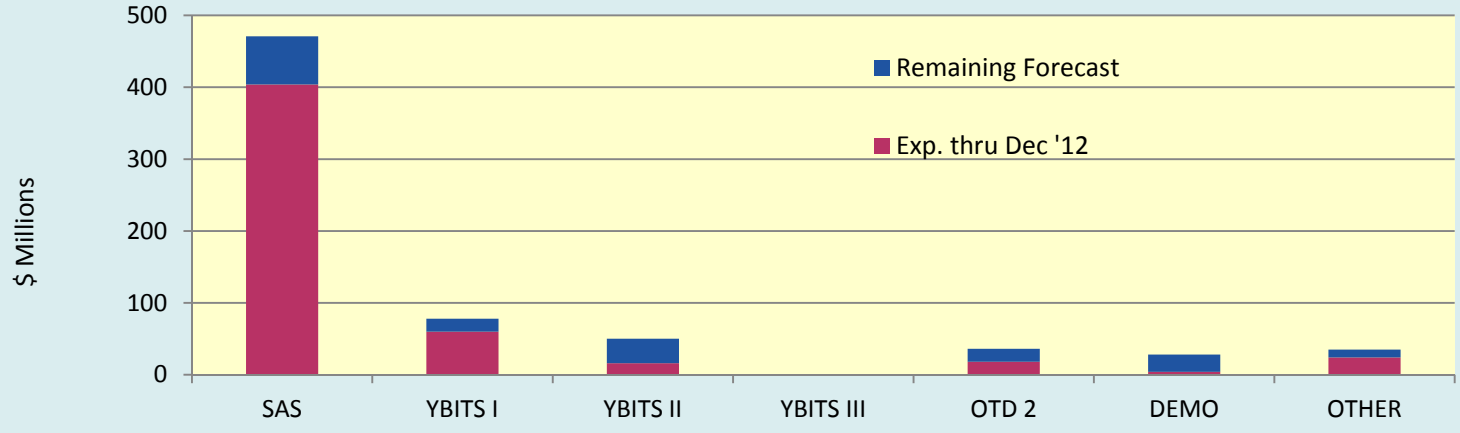
COS Forecast for TBSRP remaining work

Expenditures thru December 31, 2012	$1,661 M
Budget Remaining January 1, 2013	$ 143 M
Forecasted Remaining Expenditures	$193 M



COS Forecast for East Span remaining work

Expenditures thru December 31, 2012	$1,105 M
Budget Remaining January 1, 2013	$ 116 M
Forecasted Remaining Expenditures	$173 M

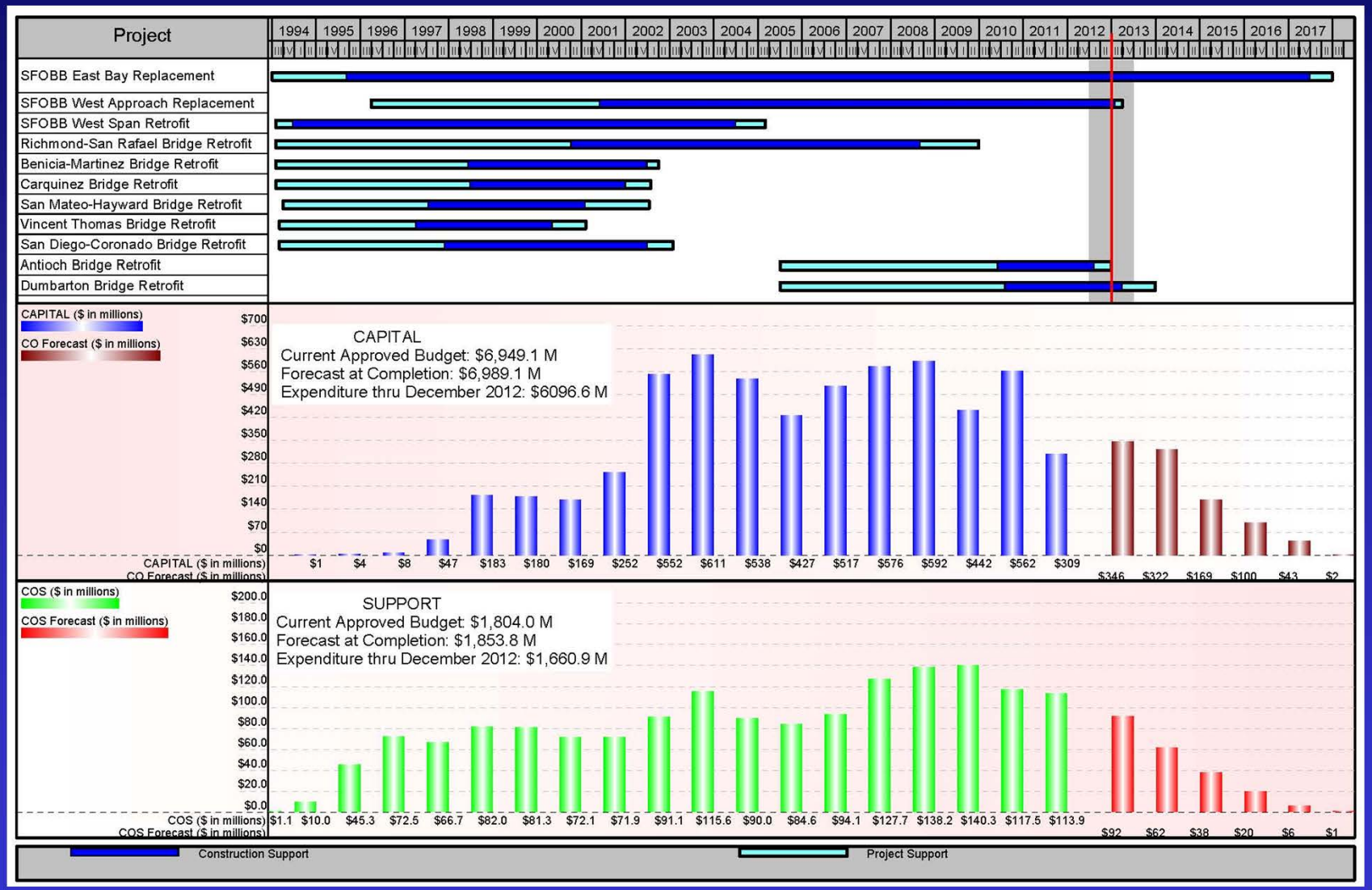


	SAS	YBITS I[1]	YBITS II[2]	YBITS III	OTD 2	DEMO[3]	OTHER[4]
Remaining Forecast	67	18	34	1	18	24	11
Exp. thru Dec '12	404	60	16	0	18	4	24

Notes:
1. YBITS I contract includes OTD Detour
2. YBITS II contract includes cantilever dismantling
3. DEMO includes two new contracts 504/288 sections & marine foundations
4. OTHER includes non-project specific costs, OTD prior to split cost and OTD electrical system cost

TBSRP CO and COS Cashflow

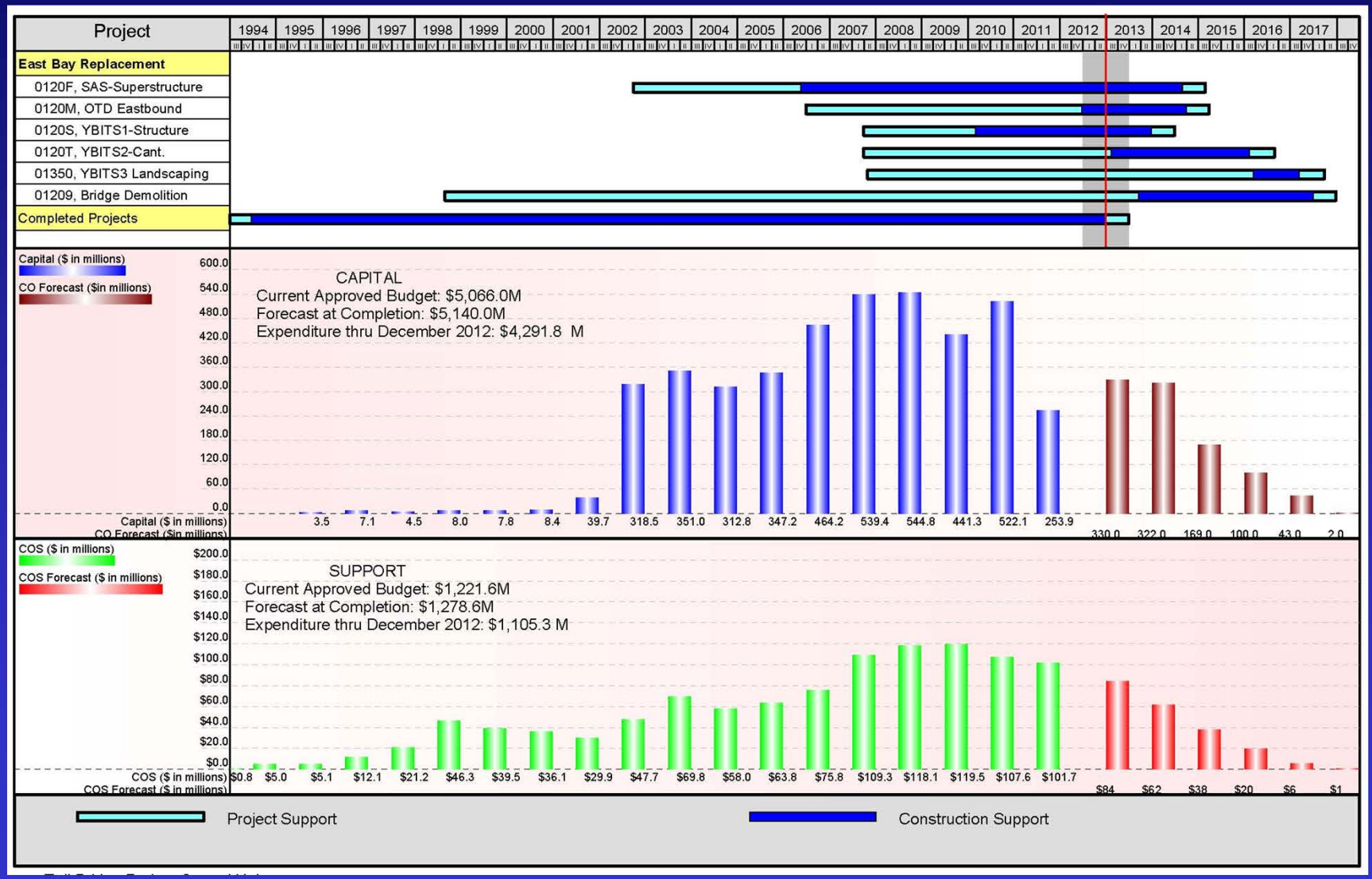
Expenditures thru December 2012



Note: Cashflow based on COS forecast 4th Quarter 2012 progress Report

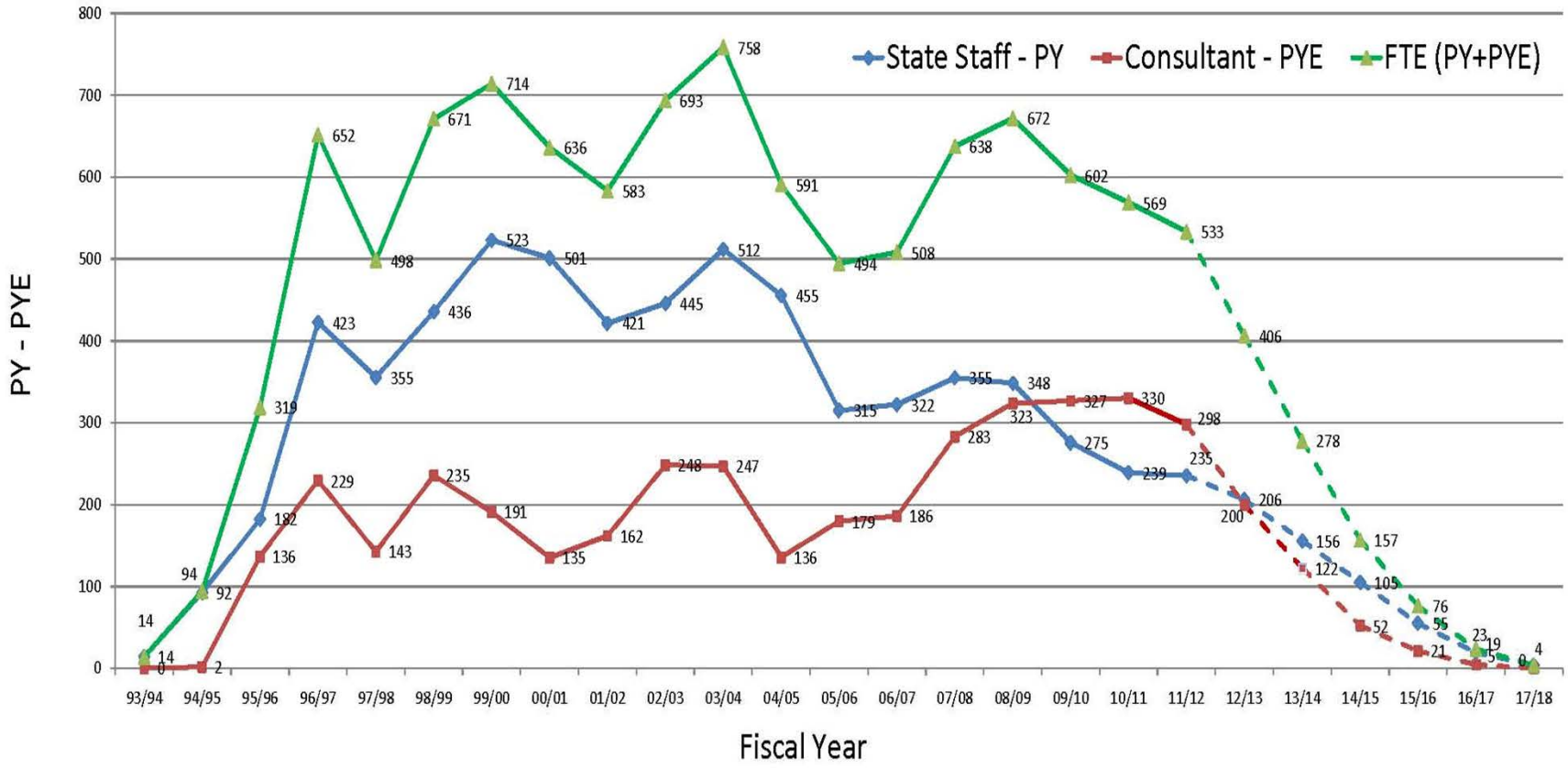
CO & COS Cashflow for East Span Projects

Expenditures thru December 2012



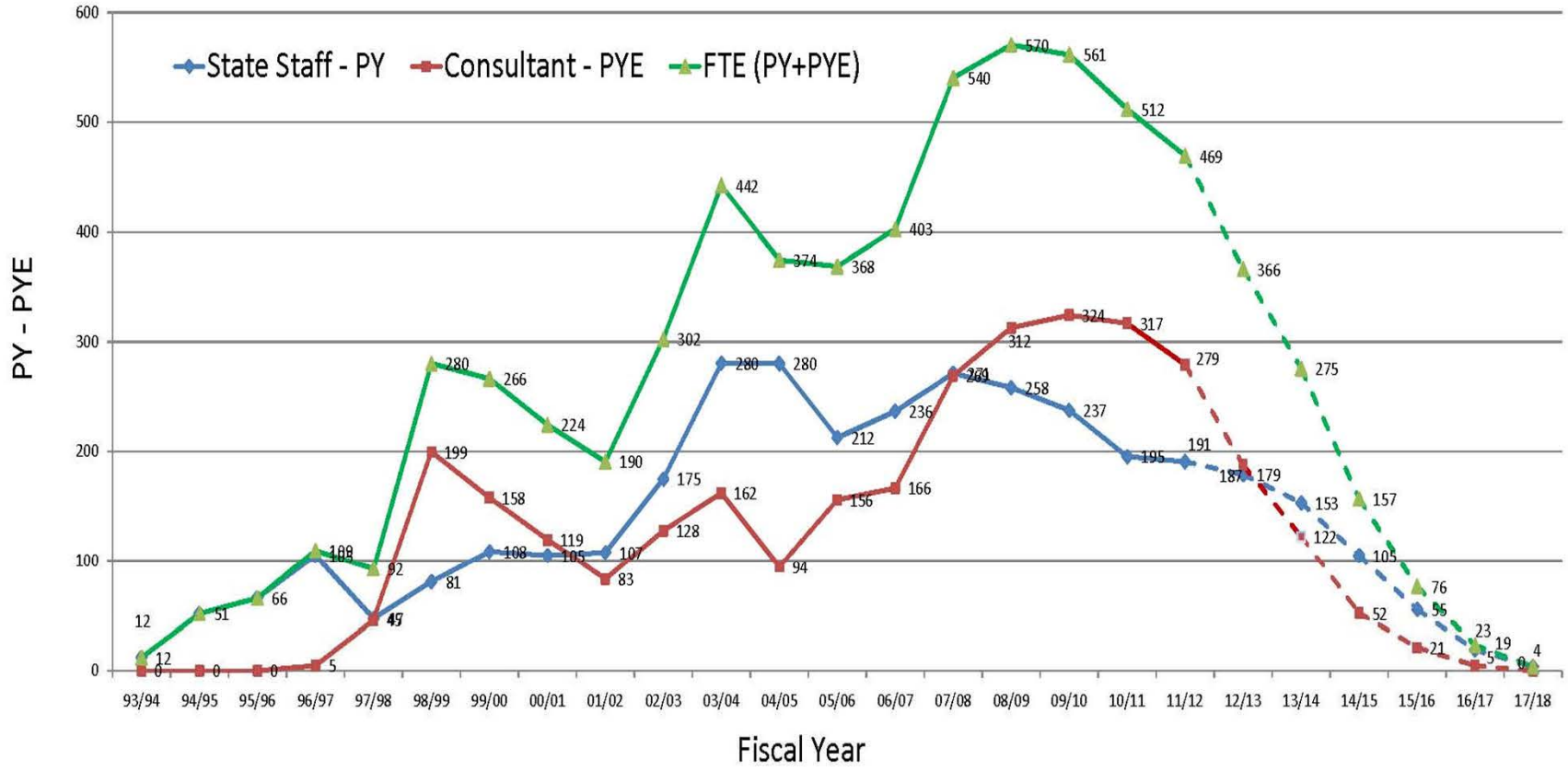
Note: Cashflow based on COS forecast 4th Quarter 2012 progress Report

TBSRP Expended & Projected PY / PYE



Fiscal Year	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	Total
State Staff - PY	14	92	182	423	355	436	523	501	421	445	512	455	315	322	355	348	275	239	235	206	156	105	55	19	4	6,992
Consultant - PYE	0	2	136	229	143	235	191	135	162	248	247	136	179	186	283	323	327	330	298	200	122	52	21	5		4,189
FTE (PY+PYE)	14	94	319	652	498	671	714	636	583	693	758	591	494	508	638	672	602	569	533	406	278	157	76	23	4	11,181

East Span Expended & Projected PY / PYE



Fiscal Year	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	Total
State Staff - PY	12	51	66	105	47	81	108	105	107	175	280	280	212	236	271	258	237	195	191	179	153	105	55	19	4	3,531
Consultant - PYE	0	0	0	5	45	199	158	119	83	128	162	94	156	166	269	312	324	317	279	187	122	52	21	5		3,204
FTE (PY+PYE)	12	51	66	109	92	280	266	224	190	302	442	374	368	403	540	570	561	512	469	366	275	157	76	23	4	6,735

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Oversight Committee (TBPOC) **DATE:** February 27, 2013

FR: Clive Endress, BATA Architect

RE: Agenda No. – 4c
Item – Program Issues
Architectural Items Update

Recommendation:
APPROVAL

Cost:
Various, see following pages

Schedule Impacts:
Various, see following pages

Discussion:
Architectural items for discussion and possible approval are presented on the following pages. The items are listed below:

1. SAS Counterweights
2. Bridge Paint/ Color
3. YBI Bridgeheads
4. YBI E2 Pier Reuse
5. OTD Pier Foundation Reuse
6. Light Pipe

1. **YBITS Counterweight**

   Status: Concrete blocks are currently installed to act as counterweights until permanent bike path and on-ramp are completed. Staff was requested to explore more aesthetically pleasing options.

   Options:

   A. Replace concrete with steel counterweight (steel plate) to the height of a standard guard rail in time for SSO – Estimated cost is $500k (includes cost of removing).

   B. Shroud concrete blocks with a fabric covering/graphics. – Estimate cost $50k.

   C. Leave as is – Estimated cost zero.

   Recommendation:
   PMT recommends Option C. Note: Andy Fremier, MTC, supports Option A. Architectural staff supports Option A.

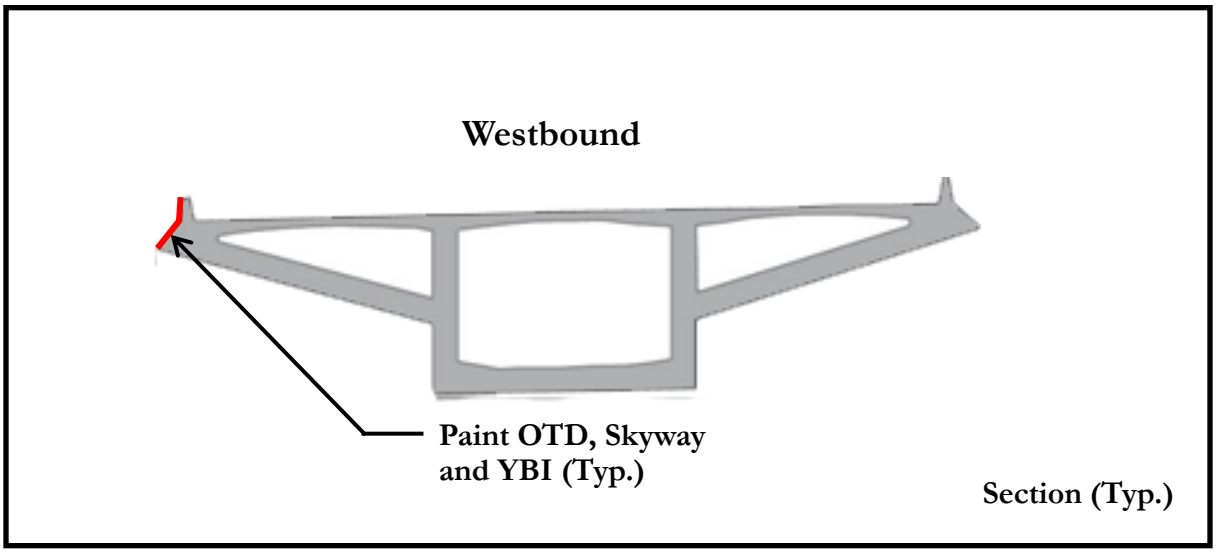
2. Bridge Paint/Color

The Bay Bridge Architectural staff has reviewed the current bridge color scheme and based on the need and desire for a visually consistent and unified structure has provided paint recommendations under sections B and C of this item.

A. Paint Skyway OBG Sections Gray

Status: The Bay Bridge architectural staff has looked at opportunities for blending the two colors as directed by TBPOC. The architecture staff proposes to continue the color gray of the Skyway west to the hinge at the end of the OBG section. To accomplish this, the white portion of the OBG section would be painted gray to match the color of the Skyway. This work can be accomplished prior to SSO pending installation of maintenance access travelers.

Estimated cost is $200k.



B. Edge Painting

Status: Given that the SAS is a steel structure painted white and the Skyway, OTD and YBITS structures are concrete of various shades of gray, the architectural staff desires visual continuity; a uniform white line appearance throughout the length of all four structures as was originally envisioned in the bridge design. It is likely this work could be performed before SSO.

Options:

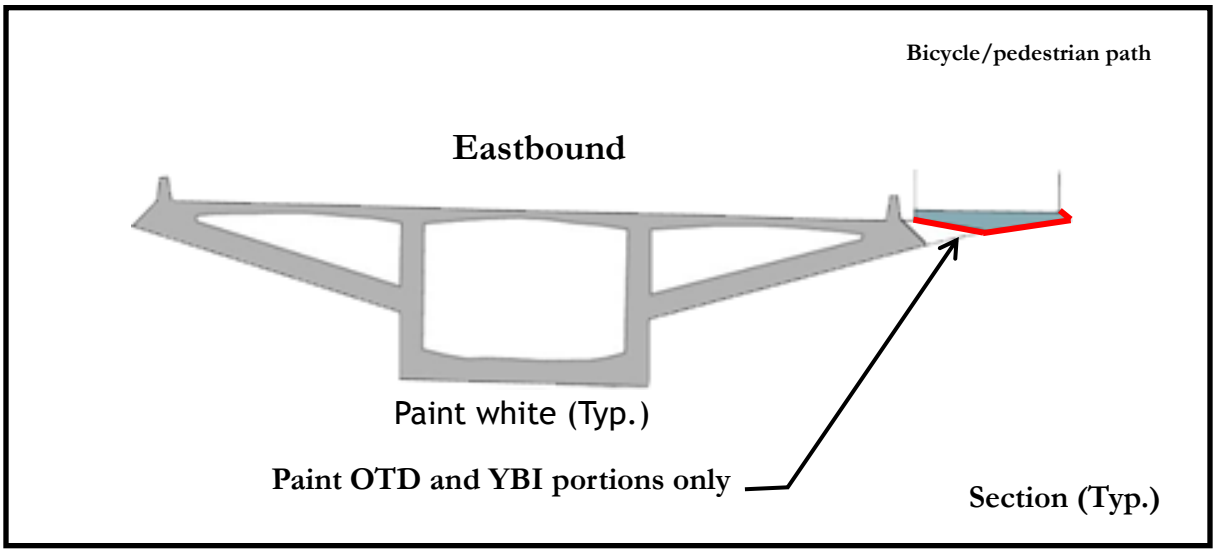
A. Paint northern exterior edge of westbound structure white – Estimated cost- $320k

B. Stop work – Estimated cost zero.

Recommendation:

PMT recommends Option B.

The architectural staff and the architectural advisory panel support Option A.



C. Bicycle/Pedestrian Pathway Painting

Status: Given that the underside (soffit) of the bicycle/pedestrian path on OTD and YBITS are concrete and the SAS and Skyway portion painted white, the architectural staff desires visual continuity; a uniform white line appearance along the soffit of all four structures. It is likely this work would have to be performed before SSO.

Options:

A. Paint the soffit of the concrete bicycle/pedestrian path at OTD and YBITS white – Estimated cost $450k

B. Stop work – Estimated cost zero.

Recommendation:

PMT recommends Option B.

The architectural staff and the architectural advisory panel support Option A.

Without Bridgeheads

With Bridgeheads

3. YBI Bridgeheads

Design Intent/Status: The intent of the bridgehead element is to provide a logical transition from the modern winged form of the new bridge to the historic and art deco form of the viaduct section at this very awkward connection. Staff has performed preliminary architectural engineering studies and is seeking additional approvals to move forward with the design and a refined cost estimate. Staff has presented the bridgeheads concept to the architectural advisory panel who support the concept.

Options:

A. Option A - Continue with design of the bridgeheads with the goal of constructing the bridgeheads after SSO as a CCO to the YBITS2 contract.
Estimated support effort to design the bridgeheads is $1-2 M.
Estimated construction cost of the bridgeheads is $ 4-6 M.

B. Stop work.

Recommendation:

PMT recommends Option A.

Architectural staff and the Architectural advisory panel also support Option A.

4. YBI E2 Pier Reuse

Status: The architectural staff is exploring the option to leave a portion of pier E2 of the existing bridge in place similar to that action taken earlier with pier E1. This option would provide future opportunities for a shoreline connection that allows public access to pier E2 (a promenade) , panoramic views of the East Bay and South Bay shores, and dramatic views of the New East Span. Staff has designated a cut-off elevation for salvaging the pier. Formal discussions with the City of San Francisco, U.S. Coast Guard, BCDC and other resource agencies are still necessary to determine final use of this pier; otherwise pier E2 would become a future toll bridge responsibility for maintenance. BCDC supports the reuse of pier E2 as future public access.

Options:

A. Retain a portion of E2 for future public access.

B. Leave as is in contract – demolish.

Recommendation:

PMT recommends Option A.

The Architectural staff also support Option A.

5. OTD Pier Foundation Reuse

Status: In January 2012, the TBPOC approved an action to explore leaving existing bridge pier foundations in the Bay. October 20, 2012, staff met with a number of resource agencies to discuss leaving all shallow water pier foundations (starting at E6 to the Oakland shoreline) in place as public access and possible shore bird habitat. The response from the resource agencies was not positive in regards to saving a large number of piers; they were more receptive to saving 2 to 4 pier foundations from the shoreline with associated public access. Staff is seeking formal TBPOC approval to seek permit amendments necessary to save 2 to 4 pier foundations.

Options:

A. Seek permit amendments to save up to 4 pier foundations and create a public access trestle.

B. Continue discussion for maximum pier foundation removal

C. Stop discussion on pier reuse and demolish project as per plan and permit.

Recommendation:

PMT recommends Option A. Note: Andy Fremier, MTC, would like to pursue saving more than four foundations.

Architectural staff also support Option A.

6. Light Pipe

Status: At the January 2012 TBPOC meeting, further discussion on the installation of the light pipe was tabled until after opening of the bridge. Given the light pipe was an integral part of the original lighting design (Howard Brandston) for the bridge, and the early positive reception of the Bay Lights Project on the West Spans, staff is inquiring if the TBPOC would be willing to reopen discussion on the installation of the light pipe. While there is insufficient time to install the light pipe by SSO, staff could start preparations for a post opening installation. Earlier estimates for a post-SSO installation were approximately $16 to 20 million.

Options:

A. Explore post-SSO installation option.

B. Table discussion until later date.

Recommendation:

PMT recommends Option A.

The Architectural staff and the Architectural advisory panel support Option A.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** February 27, 2013

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 4d
Item- Program Issues
Gateway Park Update

Recommendation:
For Information Only

Cost:
N/A

Schedule:
N/A

Discussion:
Gateway Park Phase 1 Scope:

It is proposed that development of Gateway Park take place in two phases. Phase 1 is the focus of the Project Approval Environmental Document (PAED) currently underway, with final design and construction currently scheduled to be completed in 2018. Phase 1 provides a park at the foot of the new East Span and allows for access to the new bridge for both pedestrians and bicyclists, from Oakland and Emeryville and the broader East Bay.

Cost Estimate:

The order-of-magnitude cost estimate for Phase 1 totals $174 million, which includes PAED and PS&E efforts, construction management costs, contingencies, and escalation. It is important to note that approximately $12 million dollars are already committed to the surrounding project area and are being spent on bike pathways and landscaping currently under construction. A breakdown of cost estimates is located in the chart below.

COST CATEGORY	Amount in Millions
Site Preparation	$7.7
Landscape Planting & Maintenance	$21.4
Drainage/ Lighting/ Fencing	$16.4
Vehicular Paving & Curbs	$5.6
Pedestrian Paving	$29.1
Games/ Sports Surfaces	$2.4
Buildings	$28.4
Structures & Water Features	$30.7
Utilities	$6.3
Public Art Allowance	$5.1
Soil Surcharge Allowance	$3.5
PA/ED and Design	$18
TOTAL Estimated Phase 1 Cost	**$174**

Funding:

The proposed Gateway Park Funding Plan is an attempt to examine realistic fund sources that could be used for the design and development of the park. The proposed funding plan, shown below, identifies potential fund sources that could be utilized for funding of Phase 1 of the project.

FUNDING SOURCE	Amount in Millions
Seismic Funds	$62
Bridge Tolls	$60
State TE Funds	$15
Local TE Funds	$15
EBRPD Measure	$5
BCDC	$1
City of Oakland	TBD
Private	TBD
TOTAL Potential Funding	**$158**

TOTAL Estimated Phase 1 Cost	**$174**
Funding Gap	**($16)**

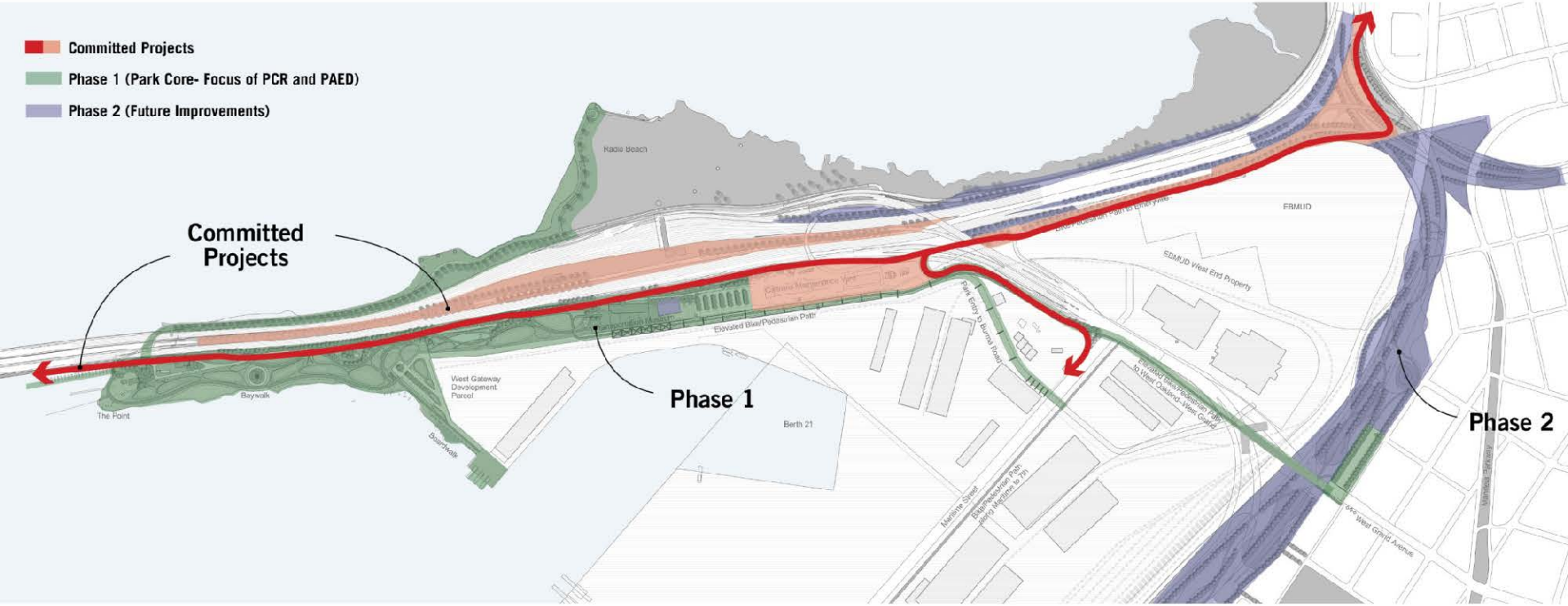
Recent Activities:

- Gateway Park Working Group monthly meetings
- Gateway Park Governance workshop (Feb 15)
- Caltrans coordination/ meetings – CEQA/ NEPA leads
- Oakland Army Base coordination meetings (every 6 weeks)
- Billboard meetings

Attachment(s):
Gateway Park Phase 1 slides

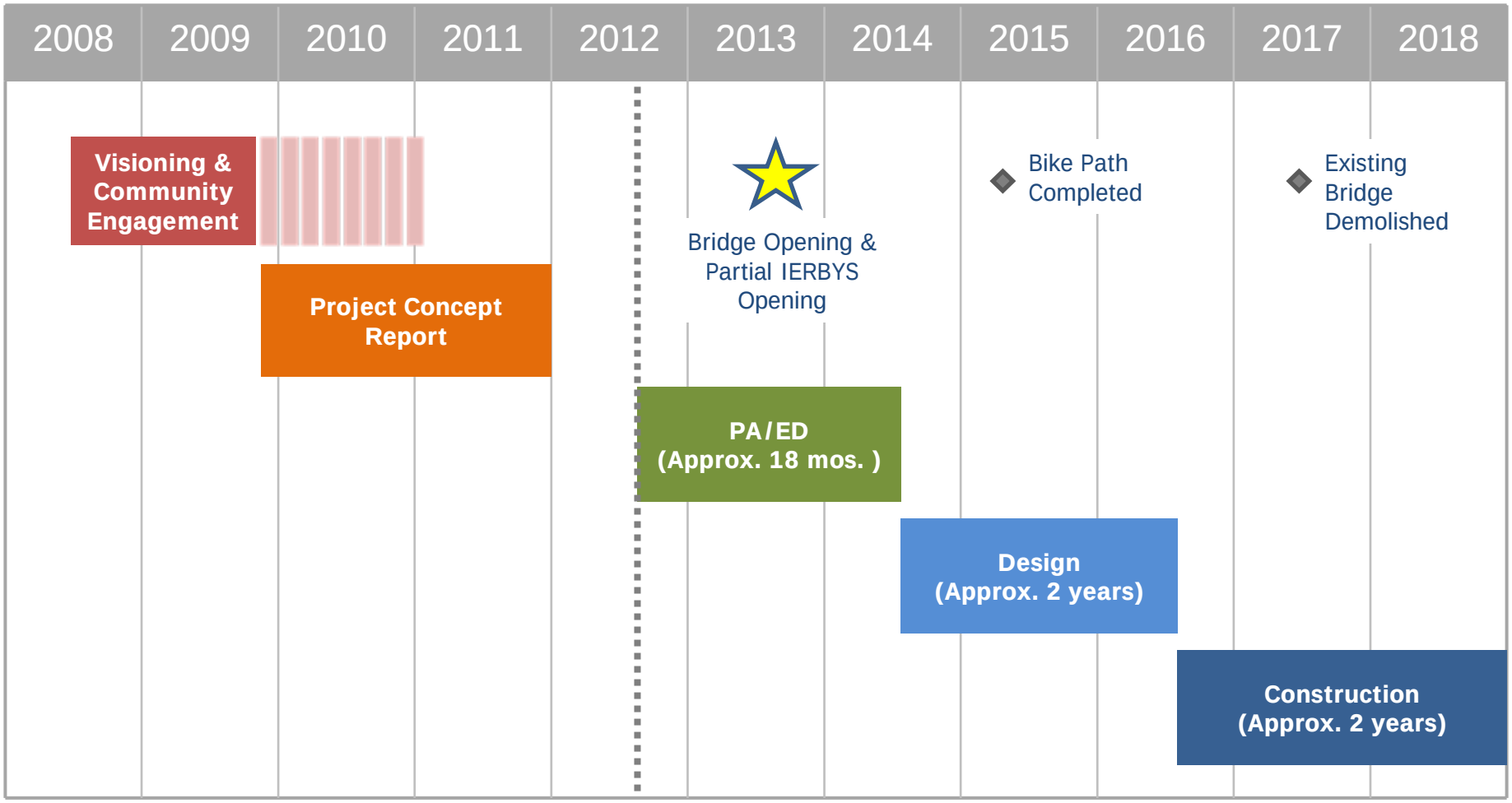
Gateway Park: Concept Plan

Gateway Park: Phasing Plan & Budget



Phase 1: TOTAL ESTIMATED COSTS	$174Million

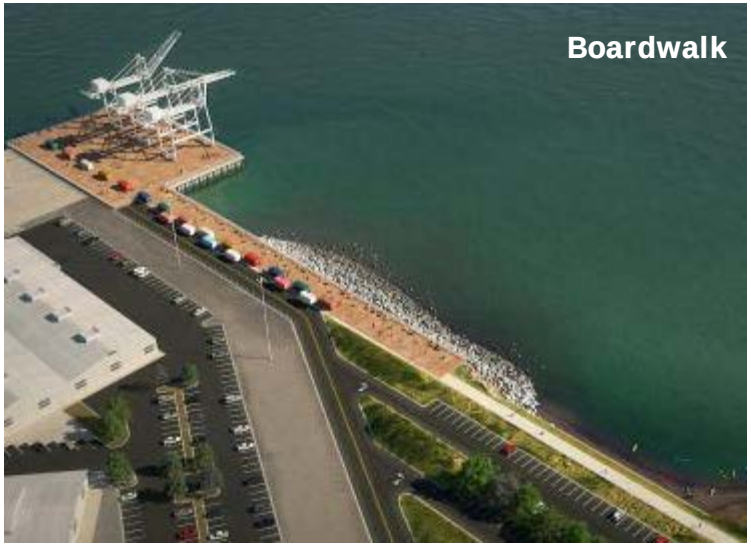
Gateway Park: Schedule



Note: This schedule is from the Project Concept Report dated September 2012 and is likely to be delayed due to environmental documentation and the pending land transfer from the Army.


Baywalk / Touch Down


Park Central


Boardwalk

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** February 27, 2013

FR: Program Management Team (PMT)

RE: Agenda No. - 4e
Item- Program Issues
Legislative Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
A verbal update on recently introduced Assembly and Senate bills pertinent to the Toll Bridge Seismic Retrofit Program will be provided at the TBPOC March 7 meeting.

Attached are the following bills for reference and discussion:

AB 755 Ammiano, Suicide Barriers
SB 425 DeSaulnier, Peer Review
SB 613 DeSaulnier, BATA

Attachment(s):

1. AB 755 Ammiano, Suicide Barriers
2. SB 425 DeSaulnier, Peer Review
3. SB 613 DeSaulnier, BATA

BILL NUMBER: AB 755 INTRODUCED
BILL TEXT

INTRODUCED BY Assembly Member Ammiano

FEBRUARY 21, 2013

An act to add Section 2415 to the Streets and Highways Code, relating to bridges.

LEGISLATIVE COUNSEL'S DIGEST

AB 755, as introduced, Ammiano. Suicide barriers.

Existing law does not require bridges to be constructed with suicide barriers.

This bill would provide that the construction or reconstruction of a bridge designed for use by motor vehicles shall not be eligible for federal funds apportioned to the state, funds made available from the Highway Users Tax Account, or toll bridge funds unless the planning process for the bridge project takes into account the need for a suicide barrier. To the extent the bill would apply to bridges of local agencies, it would thereby impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: yes.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 2415 is added to the Streets and Highways Code, to read:

2415. The construction or reconstruction of a bridge designed for use by motor vehicles shall not be eligible for federal funds apportioned to the state, funds made available from the Highway Users Tax Account, or toll bridge funds unless the planning process for the bridge project takes into account the need for a suicide barrier.

SEC. 2. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

BILL NUMBER: SB 425 INTRODUCED
BILL TEXT

INTRODUCED BY Senator DeSaulnier
(Coauthor: Senator Gaines)

FEBRUARY 21, 2013

An act to add Section 87202.1 to, and to add Chapter 11 (commencing with Section 8847) to Division 1 of Title 2 of, the Government Code, relating to public works.

LEGISLATIVE COUNSEL'S DIGEST

SB 425, as introduced, DeSaulnier. Public works: the Public Works Peer Review Act of 2013.

Existing law defines a public work as construction, alteration, demolition, installation, or repair work done under contract and paid for in whole or in part out of public funds, work done for irrigation, utility, reclamation, and improvement districts, and other districts of this type, street, sewer, or other improvement work done under the direction and supervision or by the authority of any officer or public body of the state, or of any political subdivision or district thereof, and public transportation demonstration projects, as specified.

This bill would require a state agency or department or a regional or local agency, principally tasked with administering the planning and development of a public works project to establish a specified peer review group, to provide it with expert advice on the scientific and technical aspects of the project if the public works is a megaproject, defined as having total development, construction, and reasonable projected maintenance costs exceeding one billion dollars $1,000,000,000; if the Governor or the head of the administering agency has determined that the establishment of a peer review group is in the public interest in connection with the development and construction of the project; or if a statute or concurrent resolution is passed by the Legislature requiring the administering agency to do so. The bill would prohibit a peer review group from meeting or taking any action until a charter is filed with the head of the administering agency and the relevant standing committees of the Legislature and is posted on the administering agency's Internet Web site, stating the group's objective, the scope of its activities, and a description of the duties for which the group is responsible, among other things.

Existing law, the Political Reform Act of 1974, prohibits a public official at any level of state or local government from making, participating in making, or in any way attempting to use his or her official position to influence a governmental decision in which he or she knows, or has reason to know, he or she has a financial interest. A violation of the act is a crime.

This bill would require a member of a peer review group, within 30 days of joining the group, to file specified forms with the Fair Political Practices Commission, under penalty of perjury, stating his or her economic interests, and declaring himself or herself to be independent of all parties involved in the project and to have no conflicts of interest.

Because the bill would expand the definition of a crime under the

act, it would impose a state-mandated local program.

The bill would also require the Fair Political Practices Commission to create a form that identifies potential institutional conflicts for members of peer review groups, and requires a member of a peer review group to declare, under penalty of perjury, to be independent of all parties involved in the project, including project sponsors or contractors, and to have no conflicts of interest.

Existing constitutional provisions require that a statute that limits the right of access to public bodies or the writings of public officials and agencies be adopted with findings demonstrating the interest protected by the limitation and the need for protecting that interest.

This bill would make legislative findings to that effect.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that with regard to certain mandates no reimbursement is required by this act for a specified reason.

With regard to any other mandates, this bill would provide that, if the Commission on State Mandates determines that the bill contains costs so mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

The Political Reform Act of 1974, an initiative measure, provides that the Legislature may amend the act to further the act's purposes upon a 2/3 vote of each house and compliance with specified procedural requirements.

This bill would declare that it furthers the purposes of the act.

Vote: 2/3. Appropriation: no. Fiscal committee: yes. State-mandated local program: yes.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Chapter 11 (commencing with Section 8847) is added to Division 1 of Title 2 of the Government Code, to read:

CHAPTER 11. THE PUBLIC WORKS PROJECT PEER REVIEW ACT OF 2013

8847. This chapter shall be known and may be cited as the Public Works Project Peer Review Act of 2013.

8847.1. For purposes of this chapter, the following terms have the following meanings, unless expressly stated otherwise:

(a) "Administering agency" means either a state agency or department or a regional or local agency principally tasked with administering the planning and development of a public works project.

(b) "Auditor" means the Bureau of State Audits.

(c) "Conflict of interest" means a reviewer or a relative or professional associate of the reviewer has a financial or other interest in a project or with a project sponsor that is known to the reviewer and is likely to bias the reviewer's evaluation of that project. A reviewer has a conflict of interest if he or she or a close relative or professional associate of the reviewer and any of the following also apply:

(1) He or she has received or could receive a direct financial benefit of any amount deriving from a project sponsor of or any contractor connected to the project under review.

(2) Apart from any direct financial benefit deriving from a

project sponsor of or contractor connected to the project under review, he or she has received or could receive an indirect financial benefit from a project sponsor or contractor that in the aggregate exceeds ten thousand dollars ($10,000) per year, including honoraria, fees, stock or other financial benefit, and the current value of the reviewer's already existing stock holdings.

(3) He or she has the appearance of a conflict of interest that would cause a reasonable person to question the reviewer's impartiality if he or she were to participate in the review.

(4) He or she has any other interest in the project, project sponsor, or any connected contractor that, in the view of a reasonable person, is likely to bias the reviewer's evaluation of that project.

(d) "Megaproject" means a project as defined in Section 1720 of the Labor Code with total development, construction, and reasonable projected maintenance costs exceeding one billion dollars ($1,000,000,000).

(e) "Peer review group" means a group of persons qualified by training and experience in particular scientific or technical fields, or as authorities knowledgeable in the various disciplines and fields related to the public works project under review, who give expert advice on the scientific and technical aspects of the project as described in this chapter.

(f) "Project" means a public works project as public works is defined in Section 1720 of the Labor Code.

(g) "Project sponsor" means any entity that funds a project, including a federal, state, local, or other entity, or the administering agency.

8848. (a) The administering agency of a project shall establish a peer review group if any of the following circumstances apply:

(1) The project is a megaproject.

(2) The Governor, or the head of the administering agency involved, has determined that the establishment of a peer review group is in the public interest in connection with the development and construction of a project.

(3) A statute or concurrent resolution is passed by the Legislature requiring the administering agency to establish a peer review group.

(b) Unless otherwise provided in statute, an administering agency shall not establish a peer review group other than under the provisions of this chapter.

8849. (a) A peer review group shall not meet or take any action until a charter has been written by the administering agency and filed with the relevant standing committees of the Legislature. The charter also shall be posted on the administering agency's Internet Web site and shall contain all of the following information:

(1) The group's official name or designation.

(2) The group's objective and the scope of its activities.

(3) A statement of the expertise and balance of interests required of the group membership to perform its charge.

(4) The name of the administering agency and official to whom the group reports.

(5) A description of the duties for which the group is responsible.

(6) The estimated number and frequency of group meetings.

(7) The estimated annual operating costs for the group.

(b) Before establishing a peer review group, an administering agency shall develop a transparent process for selecting members of the group. The auditor shall review the process by which the administering agency comprised the peer review group, to warrant that

the process was followed.

8850. Components of megaprojects that must be evaluated by a peer review group include, but are not limited to, the following:

(a) Project demand studies.

(b) Design and engineering models and estimates.

(c) Construction, testing, and inspection practices.

8851. All of the following shall apply to members of a peer review group:

(a) A member shall, within 30 days of joining the group, file the statements required under Sections 87202 and 87202.1, under penalty of perjury, stating his or her economic interests, and declaring himself or herself to be independent of all parties involved in the project and to have no conflicts of interest.

(b) A member shall be reimbursed only for actual expenses, for example, transportation and room and board costs, plus one hundred dollars ($100) per day he or she performs work in the review.

(c) A member shall have some expertise involving the work to be reviewed, but need not be an expert in the specific field.

(d) If a member feels unable to provide objective advice, he or she shall recuse him or herself from the peer review group.

8852. (a) All of the following shall apply to peer review group meetings:

(1) An agenda and relevant documents, shall be posted on the administering agency's Internet Web site at least one week before the meeting.

(2) The meeting shall be held in a publicly accessible forum.

(3) The meeting shall contain a public participation component, including presentations identifying specific issues to be discussed or reviewed, and any other relevant presentations from the administering agency.

(b) All documentation related to the issues to be reviewed at a peer review group meeting, to the extent possible without putting the administering agency at a negotiating disadvantage, shall be made available to the public upon request.

(c) (1) In order to evaluate matters that relate to personnel, design standards, contract amounts, or other issues that may put the administering agency at a negotiating disadvantage, a meeting of a peer review group subject to this act may be exempt in part from the requirements of the Bagley-Keene Open Meeting Act (Article 9 (commencing with Section 11120) of Division 3 of Title 2), at the discretion of the head of the administering agency to whom the peer review group reports, unless that meeting includes participation by one or more full-time, or permanent part-time, officers or employees of the administering agency.

(2) This section shall not preclude a full-time, or permanent part-time, officer or employee of the administering agency from supplying administrative support to a peer review group. Support staff shall not divulge the contents of a closed-door meeting. The head of the administering agency shall be responsible for ensuring compliance with Section 11228.

SEC. 2. Section 87202.1 is added to the Government Code, to read:

87202.1. The commission shall create a form, similar to a Form 700 statement of economic interests, that identifies potential institutional conflicts for members of peer review groups. The form shall require a member of a peer review group to declare, under penalty of perjury, to be independent of all parties involved in the project, including project sponsors or contractors, and to have no conflicts of interest, as defined in Section 8847.1.

SEC. 3. The Legislature finds and declares that this act imposes a limitation on the public's right of access to the meetings of public

bodies or the writings of public officials and agencies within the meaning of Section 3 of Article I of the California Constitution. Pursuant to that constitutional provision, the Legislature makes the following finding to demonstrate the interest protected by this limitation and the need for protecting the interest:

The public interest in nondisclosure pursuant to this act outweighs the public interest in disclosure, because requiring the public disclosure of the internal deliberations of peer review groups could impair the soundness of the group's evaluation and disadvantage the administering agency in contract negotiations.

SEC. 4. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution for certain costs that may be incurred by a local agency or school district because, in that regard, this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.

However, if the Commission on State Mandates determines that this act contains other costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

SEC. 5. The Legislature finds and declares that this bill furthers the purposes of the Political Reform Act of 1974 within the meaning of subdivision (a) of Section 81012 of the Government Code.

SENATE BILL No. 613

Introduced by Senator DeSaulnier

February 22, 2013

An act to amend Sections 30951 and 30959 of the Streets and Highways Code, relating to toll bridges.

LEGISLATIVE COUNSEL'S DIGEST

SB 613, as introduced, DeSaulnier. Bay Area Toll Authority.

Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay Area. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Existing law authorizes the authority to do all acts necessary or convenient for the exercise of its powers and the financing of projects, including the authorization to acquire, construct, manage, maintain, lease, or operate any public facility or improvements and to invest any money not required for immediate necessities as the authority deems advisable.

This bill would impose certain limitations on the actions of the authority in exercising its powers. The bill would provide that the authority may acquire, construct, manage, maintain, lease, or operate facilities required solely for the management of Bay Area state-owned toll bridges or to provide access to those bridges. The bill would prohibit revenues in any reserve funds established by bond covenants or other agreements from being invested in real estate. The bill would prohibit investments in real estate of money not required for immediate necessities.

Existing law authorizes the authority to make contributions to the commission in furtherance of the exercise of the authority's powers, as specified. Existing law also authorizes the authority to make contributions to the commission on a reimbursement-for-cost basis, but reimbursement is not required to the extent the authority determines that the contributions are in furtherance of the exercise of the authority's powers.

This bill would limit direct contributions by the authority to the commission to 1% of gross annual toll bridge revenues, and would include a contribution for overhead expenses as an authorized contribution. The bill would require contributions by the authority to the commission on a reimbursement-for-cost basis to be provided in the form of a loan to be repaid at a specified interest rate. The bill would limit the amount of these loans to 1% of gross annual toll bridge revenues.

Vote: majority. Appropriation: no. Fiscal committee: no. State-mandated local program: no.

The people of the State of California do enact as follows:

SECTION 1. Section 30951 of the Streets and Highways Code is amended to read:

30951. The authority is authorized in its own name to do all acts necessary or convenient for the exercise of its powers under this division and the financing of projects, ~~including, but not limited to, the following~~ *as follows*:

(a) To make and enter into contracts.

(b) To employ agents or employees.

(c) To acquire, construct, manage, maintain, lease, or operate ~~any public facility or improvements~~ *facilities required solely for the management of state-owned toll bridges within the geographic jurisdiction of the commission, or to provide access to those toll bridges*.

(d) To sue and be sued in its own name.

(e) To issue bonds and otherwise to incur debts, liabilities, or obligations. *Revenues in any reserve funds established by bond covenants or other agreements shall not be invested in real property.*

(f) To apply for, accept, receive, and disburse grants, loans, and other assistance from any agency of the United States of America or of the State of California.

(g) To invest any money not required for the immediate necessities of the authority, as the authority determines is advisable, *except that investments shall not include real property*.

(h) To apply for letters of credit or other forms of financial guarantees in order to secure the repayment of bonds and to enter into agreements in connection with those letters of credit or financial guarantees.

SEC. 2. Section 30959 of the Streets and Highways Code, as added by Section 7 of Chapter 515 of the Statutes of 2009, is amended to read:

30959. The authority may make *direct* contributions to the commission in furtherance of the exercise of the authority's powers under this division, including~~, without limitation,~~ contributions in the form of personnel services, office space, *overhead,* and *other* funding *necessary to carry out the function of the authority, with those contributions not to exceed 1 percent of the gross annual bridge revenues*. The authority may also make *additional* contributions *in the form of loans* to the commission on a reimbursement-for-cost basis; provided~~, however, that reimbursement shall not be required to the extent that the contributions provided to the commission are determined by the authority to be in furtherance of the exercise of the authority's powers under this division~~ *that those loans do not, independent of the direct contributions, exceed 1 percent of the gross annual bridge revenues and are fully repaid with interest at the same interest rate that would apply for toll bridge revenue bonds of the same duration as any loan taken by the commission. As used in this section, "gross annual bridge revenues" shall have the same meaning as in Section 30958.*

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TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** February 27, 2013

FR: Tony Anziano – Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5a

Item- San Francisco-Oakland Bay Bridge Updates
Corridor Update / Schedule

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
A verbal corridor update with summary schedules will be provided at the TBPOC meeting on March 7, 2013.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** February 27, 2013

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5a1
Item- San Francisco-Oakland Bay Bridge Updates
Labor Day Weekend Closure Schedule

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
A verbal update on the Labor Day Weekend Closure Schedule will be provided at the TBPOC March 7 meeting.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** February 27, 2013

FR: Andrew Gordon, Bay Bridge Spokesperson, BATA

RE: Agenda No. - 5a2

Item- San Francisco-Oakland Bay Bridge
Bridge Closure/Opening Communications Plan

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The plan outlines the proposed outreach elements that will be implemented to inform stakeholders and the public about the permanent closure of the original East Span, and the opening of the new East Span to traffic. Outreach efforts will educate all stakeholders about the construction activities occurring during Labor Day weekend in order to take the original span out of service and put the new span into service. This plan builds upon successful outreach efforts for previous closures in 2012, 2009 and 2007. Three media buy contracts will be advertised and awarded by Caltrans, which is consistent with past closure communications plans. One contract will be to develop the Public Service Announcements; the second and third contracts will be for local and statewide media buys. Those previous outreach plans began at least four to six months before the scheduled closure.

There remains the outstanding question of how communications for the Opening Celebration will be managed.

Attachment(s):
Toll Bridge Program Labor Day Weekend Original East Span Closure/ New East Span Opening Communications Plan

THE SAN FRANCISCO-OAKLAND
BAY BRIDGE SEISMIC SAFETY PROJECTS
CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Toll Bridge Program Labor Day Weekend Original East Span Closure/ New East Span Opening Communications Plan

OVERVIEW

This plan outlines the proposed outreach elements that will be implemented to inform stakeholder entities and the public about the permanent closure and demolition of the original East Span, and the opening of the new East Span to traffic, including related opening celebration activities. Outreach efforts will educate all stakeholders about the construction activities occurring during Labor Day weekend in order to take the original span out of service and put the new span into service.

Outreach elements will also inform stakeholders about potential significant impacts to the general public and motorists in particular. Any specific communications plan will convey the importance of the final construction and related closure before achieving seismic safety and opening the new East Span to traffic, as well as transit and transportation alternatives to ease the inconvenience of the closure. The campaign will also educate motorists about the new alignment and driving experience once the new East Span opens.

The outreach effort will build upon the successes and lessons learned from the previous operations on the West Approach, YBI Viaduct Replacement, the YBI Detour Tie-In and Westbound Oakland Touchdown Detour, all of which required full or partial deck closures of the Bay Bridge. However, this closure is unlike any closure that has come before, as it marks the permanent closure of the original East Span. This plan will need to take the history and legacy of the original bridge into consideration. The plan will also incorporate information about the opening celebration that is being developed by the public-private partnership between the Toll Bridge Program Oversight Committee (TBPOC) and the Bay Bridge Alliance (BBA).

Media buys and large banners hung on or near the bridge were mainstays of previous efforts and will be necessary for this operation. The Public Information Office (PIO) will continue to innovate and leverage past successes, conduct advance planning with event venues, distribute information to statewide audiences, leverage numerous online and social media channels, innovate and implement new communications tools and target travelers into and out of the Bay Area. Those areas that will receive strong emphasis include:

- The project website, BayBridgeInfo.org
- Outreach to all media outlets, including local, statewide and national
- Social media channels including Facebook and Twitter, which will be essential for helping spread information
- Apps for mobile devices such as smart phones and tablet computers
- External websites, including those by sports teams, event venues, museums and other destination events and locations
- Banners, specifically on the Toll Plaza and Yerba Buena Island tunnel
- Investigate using electronic billboards adjacent to the Toll Plaza
- Transit agency coordination, including outreach to the trucking industry
- Coordinate with BBA, Hartmann Studios and other opening celebration stakeholders to incorporate basic information about the celebration into collateral

CRITICAL TALKING POINTS

Closure Overview

A narrative and specific talking points will be developed to convey the importance of the construction that will allow take the original East Span out of service and allow motorists to begin driving on the new East Span.

The campaign will also include a recognition of and appreciation for the 77 years of service of the original East Span. This campaign will present an opportunity for stakeholders to share their memories of the bridge and to commemorate what made it unique when first built in 1936.

Access & Transportation Alternatives

The PIO will also develop talking points about coordinating on an ongoing basis with BART, AC Transit, MUNI, Golden Gate Transit, Samtrans, Vallejo Ferry, Alameda/Oakland Ferry, Caltrain, Greyhound and Amtrak to determine and plan any necessary schedule or route changes, and to include transit agencies in the operational planning.

The TBPOC will coordinate with transit providers to plan alternative routes if needed.

The MTC 511 system will serve as the primary resource for trip planning and up to date traffic information. Any revised transit schedules will be available through 511.

Regular communication will be maintained with other bridges (Golden Gate, San Mateo-Hayward, Dumbarton, Richmond-San Rafael) on traffic and operational progress during the closure; staff stationed at Pier 7 during the closure will monitor traffic at other bridges and along major freeways and will communicate progress or any operation issues.

Media will be updated continuously of progress by press releases, construction information and graphics, and during the weekend closure, safe construction site access (when practical) and live PIO updates.

BayBridgeInfo.org and a dedicated micro-site will be the nexus for construction updates and information, and 511 will be referenced as the official source for trip planning and traffic conditions.

Changeable message signs will be used to inform motorists about the upcoming closures in the Bay Area region, and where appropriate beyond the region.

An automated telephone hotline will be maintained throughout the closure.

Outreach & Public Communication

A substantial public outreach campaign, the largest such campaign ever launched by the PIO, will be planned to inform motorists, residents and businesses about the bridge closure, as well as local, national and international stakeholders about the opening of the new East Span; the innovative nature of the new span, and its transformation into a global engineering icon, demands outreach beyond the Bay Area. Individual outreach efforts will build upon the successes of the previous operations on the West Approach and YBI Viaduct requiring full bridge closures of the Bay Bridge, as well as the full westbound deck closure during Presidents' Day weekend 2012 for the Oakland Touchdown Detour.

Leveraging these past successes, the PIO will expand coordination with East Bay cities and counties, conduct advance planning with event venues, distribute information to statewide audiences, and target travelers into and out of the Bay Area.

Bay Area elected officials and media will receive early notice of the announcement regarding the closures. Immediately after, the PIO will begin a massive outreach effort targeting motorists, transit riders, travelers into and out of the Bay Area, and affected residents and industries.

Media will be updated continuously of progress by press releases, construction information and graphics, and during the weekend closure, safe construction site access (when appropriate) and live PIO updates. Media will also be included in outreach regarding the opening of the new East Span.

BayBridgeInfo.org will be the nexus for construction updates and information, and 511 will be referenced as the official source for trip planning and traffic conditions.

Changeable message signs will be used to inform motorists about the upcoming closures in the Bay Area region, and where appropriate throughout northern and southern California.

An automated hotline will be maintained throughout the closures.

ELECTED OFFICIALS OUTREACH

The PIO will inform elected officials directly, regarding the construction and related closure.

2.1 Outreach

The PIO will inform local, regional and statewide decision makers and stakeholders through direct phone contact to their offices, as well as via e-mail. If requested, the PIO will hold briefing presentations to explain the operations and update audiences on project progress.

2.2 E-Alert

Electronic alerts will be sent to all elected officials and staff contacts, providing information on the construction and related closure, along with a link to a Fact Sheet that can be viewed electronically, shared, or printed. The first notification will serve as advance notice, and a second E-Alert will serve as a reminder a few days prior to the beginning of the operation.

SECTION THREE
MEDIA OUTREACH

The PIO will inform the media prior to, during and after all major elements of the work.

3.1 Media Outreach Sessions

Media in the San Francisco Bay Area and in surrounding media markets will be invited to a media outreach session in late spring 2013, up to four months in advance of the upcoming work. Separate media outreach sessions will be held regionally or in Sacramento or Southern California upon direction from the TBPOC. The PIO spokesperson will serve as lead spokesperson for opening/closure related outreach; additional spokespersons may need to be identified leading up to the closure weekend.

Graphics, video and informational Fact Sheets will be distributed. These sessions are intended to raise media awareness, inform media of upcoming work, provide current contact information, foster collaborative working relationships, and solicit feedback on how to improve our outreach. As the closure draws closer, the PIO will include national and international media in its outreach, as the new East Span will garner media interest around the globe.

3.2 Press Releases

The PIO will distribute a general press release in late spring 2013 when the opening dates are announced and prior to the closure. Media press advisories will be issued at regular intervals prior to the closure to keep media up-to-date on construction activities. A press release will be issued prior to the completion of the operation to keep media updated on the opening of the new East Span and related celebration activities.

3.3 Public Information Officer Live Update

A spokesperson (PIO) will be on-site throughout the closure. A media hold location may be made available within or adjacent to the Pier 7 Construction Campus. PIO staff may provide escorted and limited access to the operation. Live updates to the media will be facilitated at this location. The PIO will develop talking points ahead of time and construction staff will provide real-time construction updates to the PIO for sharing with media.

SECTION FOUR
PUBLIC OUTREACH

The PIO will inform the public through a broad outreach campaign designed to inform as many potential weekend users of the Bay Bridge as possible. The targeted user groups will include Bay Area motorists, regional commuters, goods movement industries, out-of-town holiday travelers and the general public. Notices will be provided months in advance in some cases.

4.1 Public Service Announcements

Paid public service announcements will run in television, print, radio, online and movie theater media to share information with the general public within two months of the closure. Markets throughout the state will be targeted. Detailed graphics will be included in the messaging to help show the public the work that will be performed. Messaging will focus on keeping traffic away from the bridge approaches and encourage motorists to seek alternative transit and driving options. Caltrans will procure the media buy contracts.

4.2 Transit Agency Coordination/Trucking Industry Outreach

The PIO will coordinate on an ongoing basis with BART, AC Transit, MUNI, Golden Gate Transit, Samtrans, Vallejo Ferry, Alameda/Oakland Ferry, Caltrain, Greyhound and Amtrak to inform transit riders of the upcoming bridge closure. Each of the agencies will distribute information to riders and staff. In addition, MUNI buses will display placards. Throughout the closure, daily updates will be given to the other bridges (Golden Gate, San Mateo-Hayward, Dumbarton, Richmond-San Rafael) on traffic and operational progress, from traffic monitors based at Pier 7 during the closure. The PIO will also engage in outreach to the trucking industry, to make sure its members and drivers are aware of the closure and any impact that could have to the transportation of goods.

4.3 Website

All outreach materials will direct stakeholders to the BayBridgeInfo.org website for the latest information and updates about closure, related construction and new East Span opening. The website will have a dedicated project page that will serve as a central hub for all information about closure. This includes graphical and text information on the work and the schedule; information on the transit alternatives available, including links to each transit operator and to 511; links to radio and television announcements, and other informational materials. The website includes a comment form for users to send questions or feedback 24 hours/day as well as contact phone and address information for the Public Information Office and telephone hotline.

The dedicated project page will focus on driver education to make all commuters well aware of the new alignment. This strategy will be implemented using simulations and visualization tools, and will encourage sharing of media among public at-large. We will focus resources on debuting the micro-site four to six months prior to the closure, and to deploy already developed mobile phone and tablet apps (shareable resources that capitalize on the gee-whiz factor), use social networks for cost-effective saturation of the video and app products, which also connect back to BayBridgeInfo.org, engaging the public automatically on the closure campaign.

4.4 External Websites

Outreach efforts for the closure will focus on increasing avenues of electronic communication. This means leveraging the websites and social media channels of destinations throughout the Bay Area to share basic information about the closure as well as a link to BayBridgeInfo.org. These websites include:

Travel Sites: Links on partner websites in the travel industry: AAA, major airlines flying into SFO and Oakland Airports, major booking sites (i.e.-Expedia, Orbitz, Travelzoo, etc.), airports and a link on the California Welcome Center and local convention and visitor bureau websites.
Sports Team Websites: Information and BayBridgeInfo.org link on local sports team websites to include: the San Francisco Giants, the San Francisco 49ers, the Oakland As, the Oakland Raiders, the Golden State Warriors and the San Jose Sharks.
Sports/Event/Venue Sites: Information and our website link on sites where the public goes to purchase tickets to sports, concerts and theater events. These would include: Ticketmaster, Livenation, and StubHub.
Community Message Boards: Posting information and internal website link on craigslist.org, a heavily-trafficked local site in the Bay Area and other cities, and sites that list local events such as OnlyinSF.com and SFGuide.com.
Museums/Zoos/Parks/Attractions: Posting information and BayBridgeInfor.org link on websites for major museums (e.g. Museum of Modern Art, Oakland Museum), zoos, national and state parks and other attractions.
Festivals/Events/Conferences: Posting information and link on websites for any events occurring during the closure weekend.

GPS/Mapping Sites: The PIO will research incorporating information and an internal web link on sites that provide traffic mapping and directions such as Google maps, Yahoo maps and Mapquest. There will also be research into possible coordination with sites that link traveler's GPS systems such as OnStar, TomTom and Garmin.

4.5 Informational Flyers/Fact Sheets

PIO will develop informational materials, including a Fact Sheet, for distribution through predominantly online channels. The Fact Sheet includes dates and times of the closure and anticipated opening, the rationale for conducting this operation, transit and driving alternatives, as well as background information on the Bay Bridge Seismic Safety Projects

Distribution

Where possible, The PIO will coordinate with the following entities to provide electronic Fact Sheets for distribution to their constituents/employees/stakeholders:

- Local/corridor businesses
- Neighborhood newsletters and other publications
- Taxis and shuttle services, airports, hotels, car rental agencies, visitors bureaus, the State Tourism Office, Chambers of Commerce and automobile associations
- Hospitals, major employers, funeral homes, farmers' markets associations, carpool centers, parking garages, malls
- Major regional and local entertainment and sports venues for the SF 49ers, the Oakland Athletics, the SF Giants, and the Oakland Raiders. The PIO will also contact university sports venues, including UC Berkeley, Stanford, and local Cal State campuses, regarding home games over the Labor Day weekend.
- Cities from San Luis Obispo to Sacramento in the target market areas (Bay Area, Central Valley, Southern California, Sacramento)
- Ferry operators, bus transit and rail operators, transit centers, Bay Area Rapid Transit, the Water Transit Authority, and the San Francisco Metropolitan Transportation Agency
- San Francisco Municipal Railway (MUNI)
- State and local offices of the California tourism agencies and convention bureaus
- Approximately 5,000 organizations and private citizens on the Bay Bridge Public Information Office contacts list
- Festival associations and city permit offices
- Area attractions (zoos, museums, etc)
- Labor and credit unions (CTA, CALPERS, etc)
- Area school districts
- Car rental agencies
- The Department of Motor Vehicles
- Weigh stations for semi trucks coming into the area
- Community groups for Seniors such as AARP, Knights of Columbus, the VFW, etc.

4.6 Social Media

Social media on the Internet has become a fundamental source for many users to interact and receive their news and information. Social Media outlined for this campaign include Twitter and Facebook. Selecting key websites to link with BayBridgeInfo.org will reach a greater audience with less effort.

This social media application adds significant potential for both delivering the current message and increasing regular follower traffic to the project's information resources.

The Bay Bridge's more than 8,400 Twitter followers and more than 4,300 Facebook followers have the potential to help spread the Bay Bridge messaging to their own followers.

Collateral will also encourage stakeholders to follow the Bay Bridge on Twitter and Facebook to get the latest information and updates, particularly during the closure weekend.

4.7 Mobile Device Apps

Bay Bridge Explorer was a successful foray into mobile apps for smart phones and tablet computers during the Oakland Touchdown Detour campaigns. The app allowed users to "drive" the detour via an interactive driving simulation that educated motorists on what to expect when the detour went into effect. The next iteration of Explorer will include a driving simulation across the new East Span. The app will be launched during the campaign. The first iteration of Bay Bridge Explorer was downloaded more than 10,000 times. Bay Bridge Vision, an already develop app that focuses on the bridge's design and architecture, will also debut during the outreach campaign.

4.8 Banners/Electronic Billboards

The PIO will post banners at multiple locations to guide the public on where to go for more information on the upcoming work and motorist impacts. The banners will be posted in advance and will point motorists and the public to BayBridgeInfo.org, and 511. The PIO will also investigate using the electronic billboards near the Toll Plaza to promote the closure and detour.

4.9 Telephone Hotline

The PIO will provide an automated telephone hotline at the Public Information Office for motorists to access daily updates on construction-related lane and ramp closures and other construction information, and for local affected residents and businesses to have direct contact with PIO staff.

4.10 Changeable and Electronic Message Signs (CMS's)

The PIO will engage a statewide network of electronic and changeable message signs two weeks prior to the closures to alert motorists. Signs will be especially intensive in the Bay Area; the PIO will work closely with Caltrans districts throughout the state to ensure that the message will be highly visible along major thoroughfares.

4.11 E-Alert

An electronic alert (E-Alert) will be created and sent to elected officials, stakeholders and the public. Thousands of project contacts will receive the E-Alert well in advance of the closures, providing information on the upcoming demolition and linking to a Fact Sheet that could be viewed electronically, shared, or printed in hardcopy. An additional (reminder) E-Alert will be sent a few days before the closure.

4.12 Out-of-town Traveler Notification

The PIO will focus additional efforts to target out-of-town travelers visiting the Bay Area during the closure weekend, who might be impacted by the Bay Bridge closure. Many elements of the outreach plan will be implemented earlier than in past efforts, and extended to additional metropolitan regions in California. Visitor Bureaus, recreational venues, and other traveler services will be included in all possible aspects of the outreach plan. Information will be distributed to hundreds of California cities, the Weather Channel

and on the California Department of Tourism website. Information kiosks at major airports in the Bay Area throughout the four-day operation will provide information.

4.13 MTC 511 Coordination

The PIO will continue to collaborate with MTC staff responsible for the 511 Transit Information system on the upcoming work and the changes to transit schedules as a result of the closures. MTC incorporates the revised schedule information on their voice-activated system and the MTC 511 (www.511.org) website. Furthermore, MTC posts a graphic banner announcing the Bay Bridge Construction and Closures on the homepage pointing users to BayBridgeInfo.org for information.

The PIO will make use of MTC's informational kiosks at locations such as the Embarcadero BART Station and the Bay Crossings Store at the Ferry Building as an additional method of communication.

SECTION FIVE
CALTRANS INTERNAL COORDINATION

5.1 Command Center

Caltrans staff will continue to hold regular meetings to review ongoing public issues relating to the project. During the operation, a Command Center will be established for all key agencies to be able to coordinate closely together. Traffic operations and the Public Information team will maintain a direct line of communication to provide timely reports of conditions during the closures.

5.2 District 4 Coordination

Public Affairs Office

The Bay Bridge Public Information staff communicates regularly with the District 4 Public Affairs staff to help ensure that district staff is informed and to identify potential areas for collaboration.

District Director's Office

Presentations on the public outreach strategy and implementation elements will be made to the District Director and Director's Staff as directed.

Traffic Operations

Caltrans holds intermittent meetings between key District operations staff on all of the projects along the Bay Bridge Corridor. The Traffic Management Center addresses the anticipated needs of the operation by joining the Command Center, and by assisting on the public outreach effort through the operational elements, such as Changeable Message Signs.

5.3 Agency and Executive Staff

CT Headquarters, including the Director and the TBPOC agencies, are given a presentation on the scope and impacts of the work prior to the beginning of work. The TBPOC will review the Outreach Action Plan in March 2013. Caltrans Headquarters (Lane Closure Review Committee) will be briefed in spring 2013 following the TBPOC's approval. Regular communications and updates on the public outreach strategy and

implementation will be made to the Public Affairs Office, the Caltrans Director and Director's Staff.

5.4 Department Informational Letter

Caltrans distributes an informational fact sheet electronically to District 4 staff on the upcoming work. The Fact Sheet includes dates and times of work and the associated closures, as well as transit and driving alternatives.

5.5 Coordination with other Caltrans Districts

Caltrans works with other Districts to extend messaging on key highway Changeable Message Signs in those districts, as well as in distributing Fact Sheets to all District staff.

SECTION SIX
PROPOSED PRESENTATION CALENDAR

MARCH/APRIL	POC Approval of Outreach Plan
	District Executive Staff Presentation
	Caltrans Lane Closure Review Committee Presentation
	BATA Commission Presentation
	Elected Officials Legislative Outreach Meetings
	Media Outreach Meeting
	Key Stakeholder Presentations (Including TIDA, CCSF, SF Giants, Oakland A's, UC Berkeley (Cal) Football, Oakland Art & Soul Festival, Golden Gate Bridge, Cities of Hayward, Marin, Larkspur, San Rafael, County Transportation Authorities)
	Transit Agency Coordination Begins
	External website strategy planning
MAY	Telephone Hotline
	E-Alert distributed to Bay Bridge contacts
JUNE	Website updates
	E-Alert distributed to Bay Bridge contacts
	E-Alert and flyers to Bay Bridge contacts, including Treasure Island/YBI residents, taxis and shuttle services, airports, hotels, car rental agencies, visitors bureaus, Chambers of Commerce, hospitals, major employers, entertainment venues, city and county governments, transit, and tourism agencies
	Transit Ridership Outreach
	MTC/511 Coordination
	Caltrans Employee Notification
	E-Alert distributed to Bay Bridge contacts

JULY/AUGUST	E-Alert distributed to Bay Bridge contacts
	Public Service Announcements and online campaign begin
	E-Alert to Elected Officials
	Banners posted
	Electronic Message Signs and HAR begin
	Media Advisory
	E-Alert distributed to Bay Bridge contacts
	Weekend site access for media
	PIO Live Updates
	Press Release announcing re-opening of Bay Bridge

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Oversight Committee (TBPOC) **DATE:** February 27, 2013

FR: Peter Lee, Senior Program Coordinator, BATA

RE: Agenda No. - 5a3
Item - San Francisco-Oakland Bay Bridge Updates
Toll Bridge Rehabilitation Work

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
Staff has proposed a number of toll bridge rehabilitation projects around the toll plaza and Yerba Buena Island Tunnel to be completed before and during SSO by contract change order on the YBITS1 and OTD2 contracts. In addition to the toll bridge rehabilitation work, Caltrans will be performing deck rehabilitation work on the I-580 connector ramps to and from the Bay Bridge. The work is listed in the attached table.

While the proposed work will be funded from non-seismic sources, TBPOC approval is needed for the CCO's on TBSRP contracts.

Attachment(s):
Toll Rehabilitation and Other Work Performed under CCO on Seismic Contract or During SSO

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

Toll Rehabilitation and Other Work Performed under CCO on Seismic Contract or During SSO

CCO Activities	Construction Schedule	Funding Source	Approximate Cost	Contract	TBPOC CCO Approval
YBI Tunnel Lighting (Upper)	Before SSO	Rehab	$ 5,730,000	YBITS1	January 3, 2013
YBI Tunnel Lighting (Lower)					N/A
YBI Portal Lighting	Before SSO	Rehab	$ 200,000	YBITS1	
YBI Tunnel Overlay (Polyester Concrete)	Before SSO	Rehab	$ 1,200,000	YBITS1	TBD
Toll Plaza Paving (WB 80 before Canopy)	During SSO	Rehab	$ 2,500,000	OTD2	TBD
Toll Plaza Paving (WB 80 to Metering Lights)	During SSO	Rehab			
Toll Plaza Drainage	During SSO	Rehab			
Toll Plaza Restriping, Qwick Kurb & K-Rail Reinstall	During SSO	Rehab	<$1M	OTD2	TBD
Toll Booth 17 & Concrete Barrier Demo	During SSO	Rehab	$ 300,000	OTD2	N/A
Median Civil Work for Landscaping	Before SSO	Rehab	$ 1,000,000	OTD2	TBD
Admin. Bldg Found. Demo. & Haz. Mat. Tank & Soil Removal	Before SSO	Rehab	$ 750,000	OTD2	N/A
Approach Roadway Rehab. (2 Connectors)	Before & During SSO	State	+/- $10,000,000	District 4 Dir. Order	N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** February 27, 2013

FR: Patrick Treacy, Assistant Risk Manager Toll Bridge Program, Caltrans

RE: Agenda No. - 5a4

Item - San Francisco-Oakland Bay Bridge Updates
Procure Marine Foundations Contract by CM/GC

Recommendation:
For Information Only

Cost:
Potential lower overall project costs when project risks are factored in.

Schedule Impacts:
Potential of accelerated delivery as CM/GC procurement will allow faster project delivery through increased concurrence of activities.

Discussion:
Construction Manager/General Contractor (CM/GC) is a project delivery method through which a Contractor (Construction Manager) consults for the Department during the design phase and acts as the General Contractor during the construction phase. During the design phase, the Construction Manager (CM) acts in an advisory role, providing constructability reviews, value engineering suggestions, construction estimates, and other construction-related recommendations. At a point at or before 100% design, the CM and Department reach agreement on a Guaranteed Maximum Price (GMP). The CM and Department develop independent estimates which are then compared. If the Department is satisfied that the estimates are within a reasonable range of each other, agreement is reached on the GMP. If agreement on the GMP is not achieved, Department completes the design and advertises the project using design-bid-build delivery.

After the GMP is established, the CM begins construction, allowing for an overlap of the design and construction phases. Once construction starts, the CM assumes the role of General Contractor (GC) for the duration of the construction phase.

Assembly Bill 2498, authorizes the use of CM/CG on up to six transportation projects. The Department is building upon the experience of other Departments of Transportation in developing its CM/GC program. The Arizona, Florida, and Utah

have utilized CM/GC extensively and the Department has obtained guidance and sample documents from these entities to assist in developing its program. The CM/GC Pilot Program was authorized to test the utilization of the CM/GC method as an innovative, cost- and time-effective option for constructing transportation projects.

The project team is planning on applying for one of the six CM/GC slots for the Marine Foundation Dismantling contract. The team believes the Marine Foundation Dismantling contract can greatly benefit from the CM/GC procurement by having the contractor on-broad as we go through the permitting process with the regulatory agencies. Also, the selection of the most qualified contractor will be crucial as the team looks to remove the foundation with the use of micro-blasting. Overall, the project team expects faster project delivery through the concurrence of activities during the CM/GC procurement process. The team would expect the final project cost to come in or below the final cost if the contract was procured in the standard design bid build procurement process.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** February 27, 2013

FR: Tony Anziano, Toll Bridge Program Manager, CT

RE: Agenda No. - 5b
Item- San Francisco-Oakland Bay Bridge Updates
Foundation Inspections Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
A verbal update on the foundation inspections covering the Benicia-Martinez, Richmond-San Rafael and West Approach spans will be provided at the TBPOC March 7 meeting.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** February 27, 2013

FR: Tony Anziano, Toll Bridge Program Manager, CT

RE: Agenda No. - 5c
Item- San Francisco-Oakland Bay Bridge Updates Electroslag Welding

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Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
This material will be sent under separate cover.

Attachment(s):
N/A

ITEM 6: OTHER BUSINESS

No Attachments